VIII. No. 7. Chicago, Ill., U. S. A., April 10, 1927. Price $2.00 Per Year. 20 Cents Per Copy.

GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

In This Number:

New Natural Shrinkage Tariff

How Shippers Can Assist State Weighing Department

Government to Aid Farmers in War Against Corn Borer

Show the Hour on Your Bs/L

Pool Checks Are Small

State Law Governs Time to File Claims

Hot Bearing Fires in Grain Elevators and Mills

Combine Harvester Problem

Speculative Transactions in the 1926 May Wheat Futures

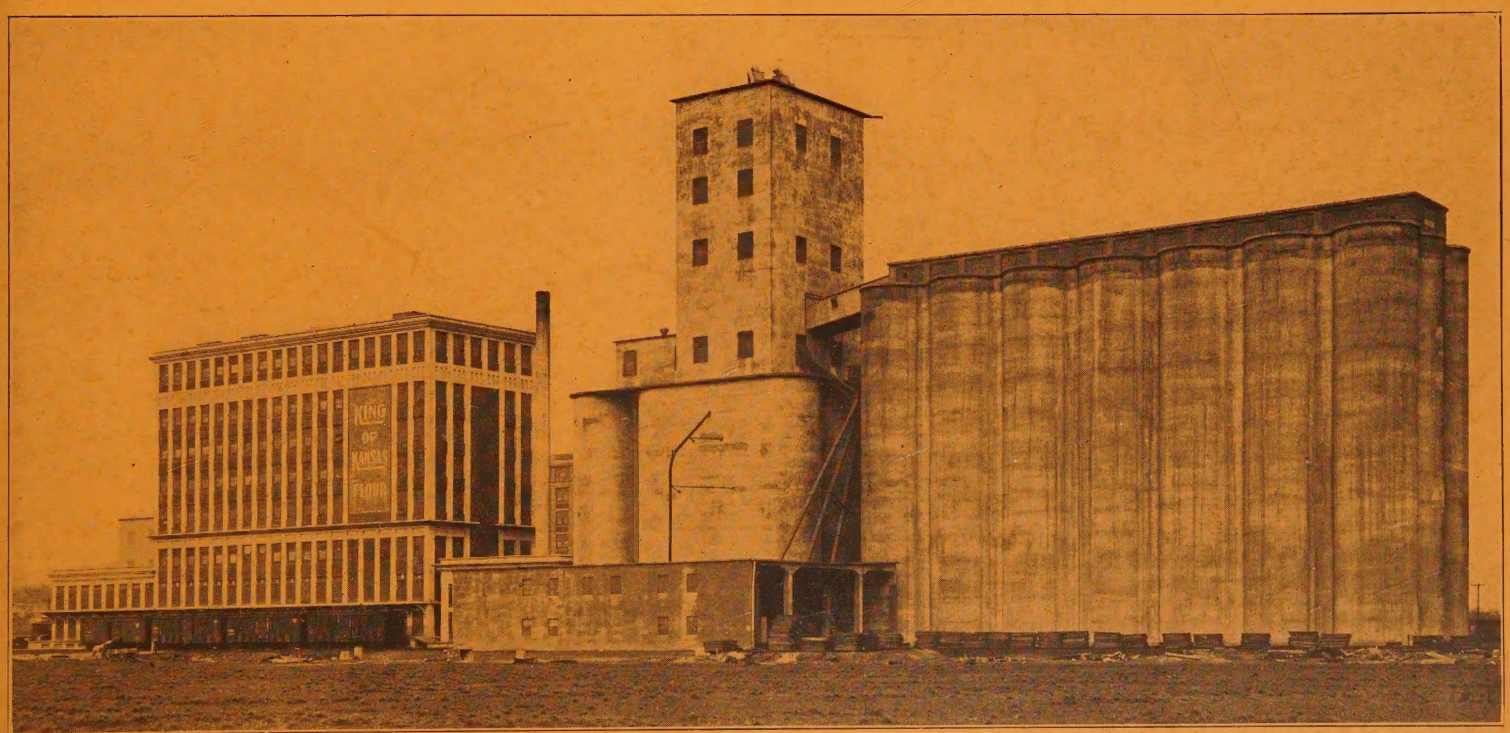
Heating of Damp Grain Due to Micro-Organism

Machines Play Big Role in Corn Borer Fight

Board of Trade Misrepresented by Daily Press

What is the Future of the Grain Business?

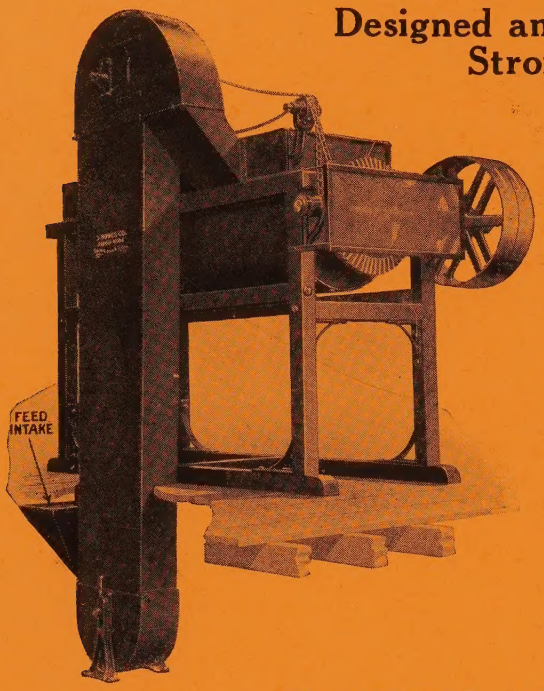
Federal Futures Law Null and Void



The Commander-Larrabee Mill and Elevator With Its New Storage Annex in North Kansas City, Mo.
[See description in this number.]

Modern Mixed Feed Plants

Designed and Equipped by Strong-Scott



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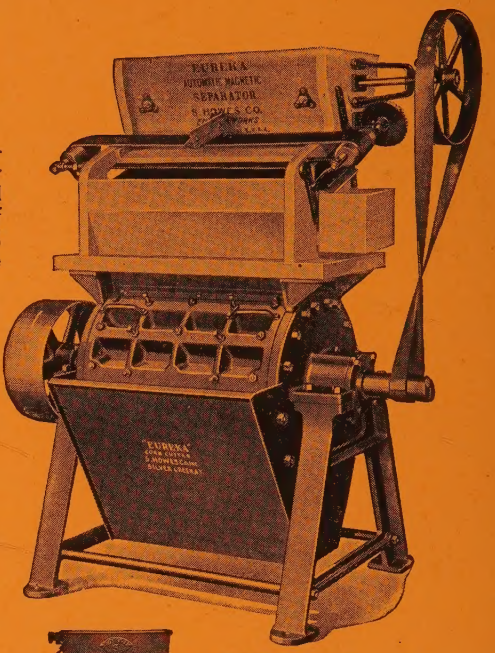
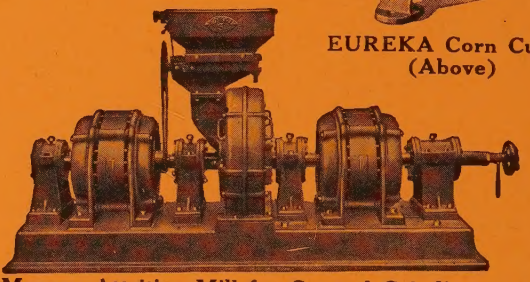
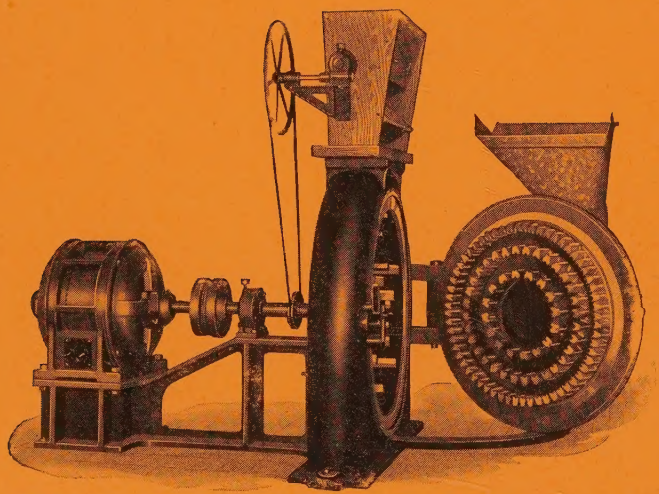


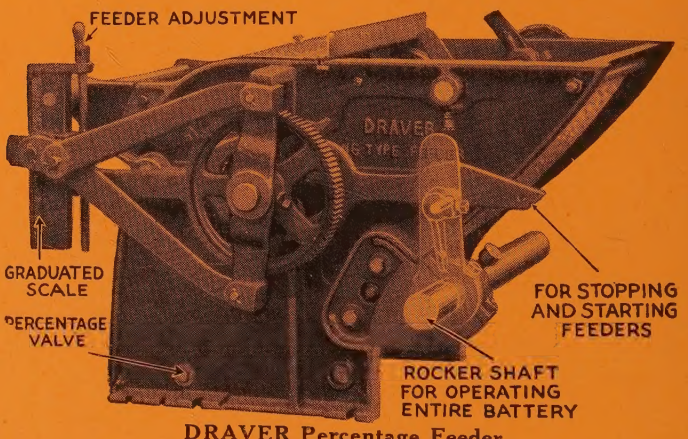
EUREKA Corn Cutter (Above)



Munson Attrition Mill for General Grinding



STRONG-SCOTT GRINDER for fine grinding of grain, oat hulls, screenings, etc.



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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them. The cost is only $10 per year.

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Conley-Ross Grain Co., The, grain and beans.*
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Kellogg Grain Co., O. M., receivers and shippers.

*Members Grain Dealers National Association.

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Rocky Mountain Grain Co., export and domestic grain.*

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Feuquay Grain Company.*
Geis-Price Elevator Company.
Goltry Grain Company.
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Humphrey Grain Company, E. R.
Johnston, W. B.*
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Henderson Grain Co., consignments, brokerage.*
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Smith Bros. Grain Co., consgnmts-merchants.*
Transit Grain & Com. Co., consignments, brokerage.*
Tillery Grain & Com. Co., export, bkgm. consgnmts.*
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Shaw, Thomas F., export grain.*

GRAND ISLAND, NEBR.

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GREENVILLE, O.

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Dowman Grain & Hay Co., E. C., gr., fd., hay.*
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Rogers, J. E., poultry feed & grain.
Rothschild Co., S., grain, c/s products, rice, b/p.*
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Montgomery & Tompkins, receivers and shippers.
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Denton Hart Grain Co., consignments.*
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Logan Bros.-Hart Grain Co., receivers and shippers.*
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Uhlmann Grain Co., grain merchants.*
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Wolcott & Lincoln, consignments, futures.*
Wilser Grain Co., consignments.*
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Greendale Mills, Inc., "Greendale Feeds" are better.

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Zorn & Co., S., receivers and shippers.*

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Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
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McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

(Continued on next page.)

Grain Dealers Journal, incorporated. Published on the 10th and 25th of each month in the interest of progressive grain and field seed wholesalers at 309 South La Salle Street, Chicago, Illinois, U. S. A. Price $2.00 per year, 20c per copy. Entered as second-class matter August 5, 1898, at the postoffice at Chicago, Ill., under the act of March 5, 1976. Vol. LVIII, No. 7, April 10, 1927.

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Therrien, A. F., broker.

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Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Mashburn Grain Co., grain and feeds.
Mid-State Grain Co., The, grain & feed mchts.
Okla. City Mill & Elvtr. Co., millers, gr. dealers.*
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Polson Grain Co., mill wheat specialists.
Scannel Grain Co., E. M., grain and feed.
Stowers Grain Co., W. B., grain comm. mchts.*
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.
White Grain Co.*
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Trans-Mississippi Grain Co., receivers and shippers.*
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Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*

PEORIA (Continued)

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Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*

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Stites, A. Judson, grain and millfeed.*

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Stewart & Co., Jesse C., grain and mill feed.*

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SALINA, KAN.

Branson Co., Ted, corn, oats, kafir, hay.

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SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

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Custenborder & Co., E. T., buyers-sellers grain.*
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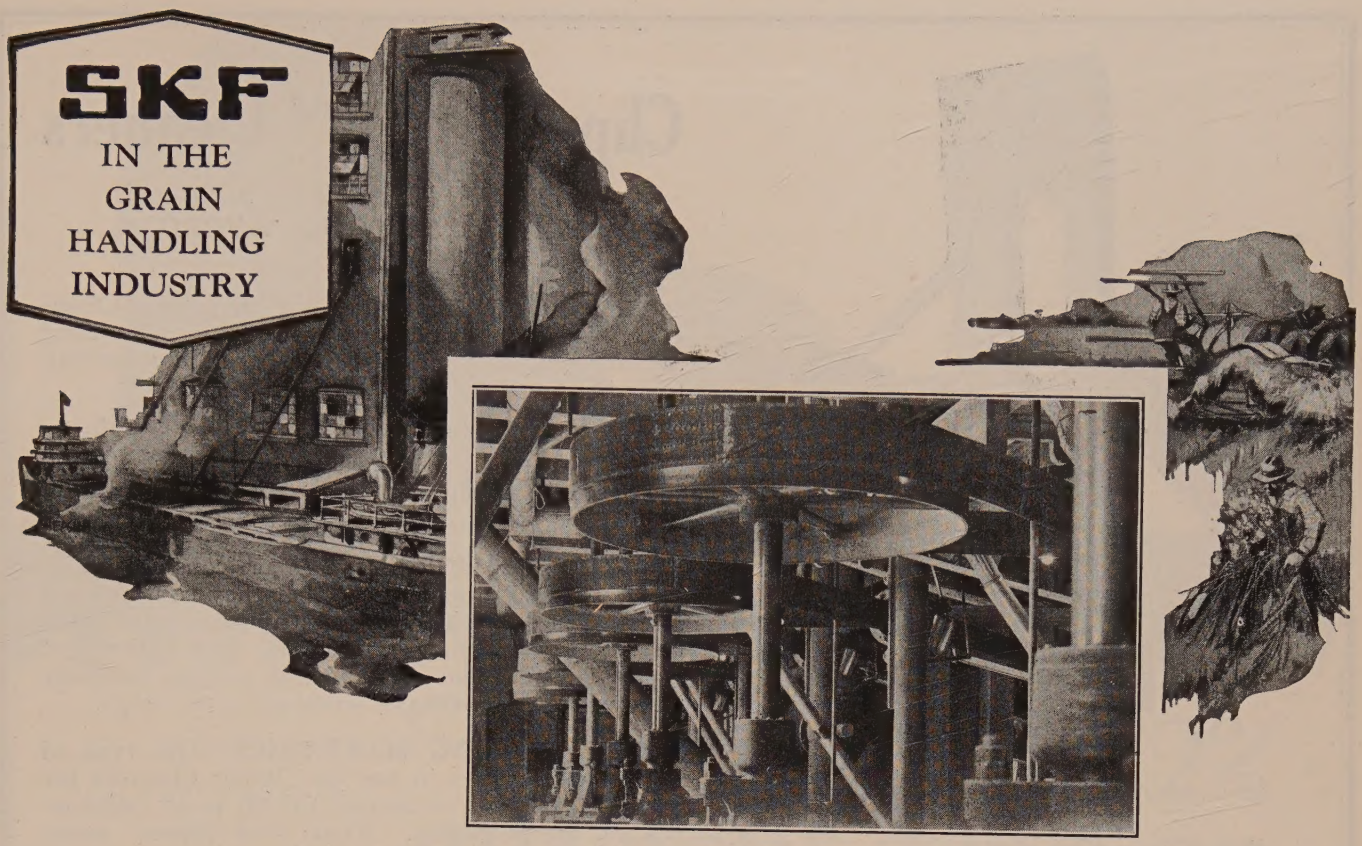

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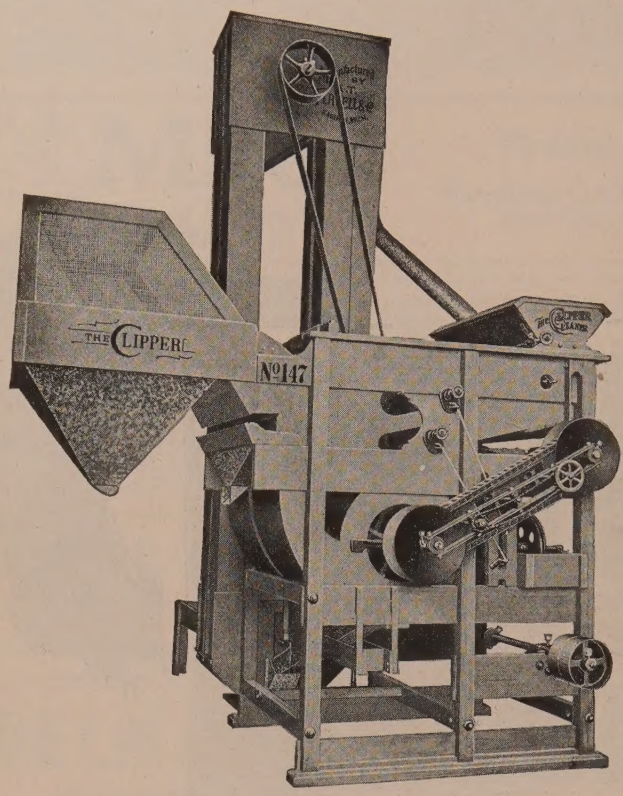

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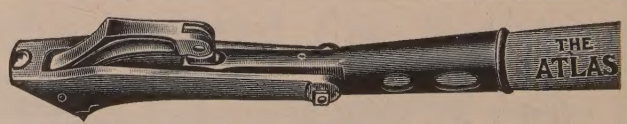

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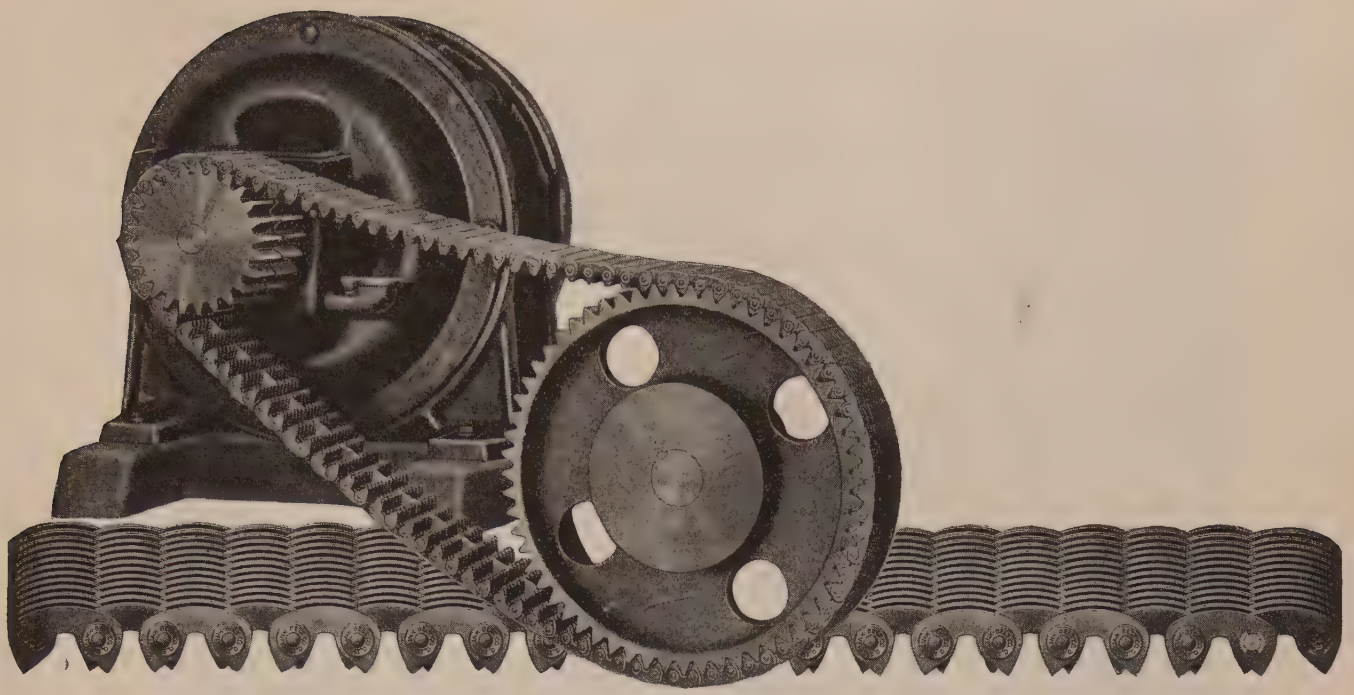

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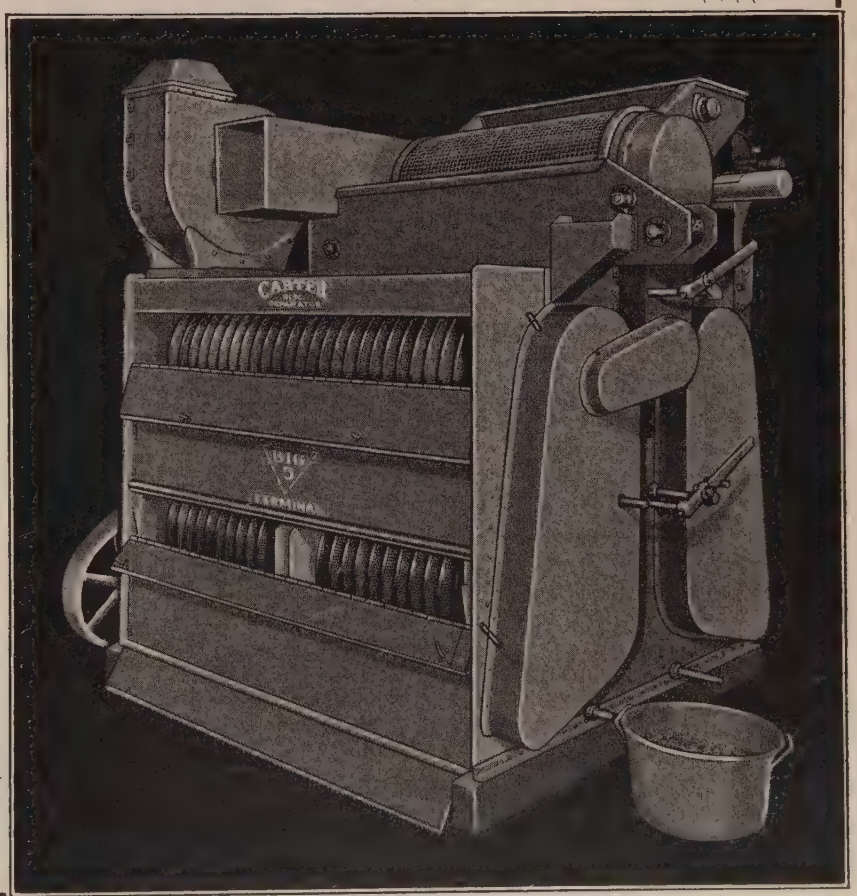

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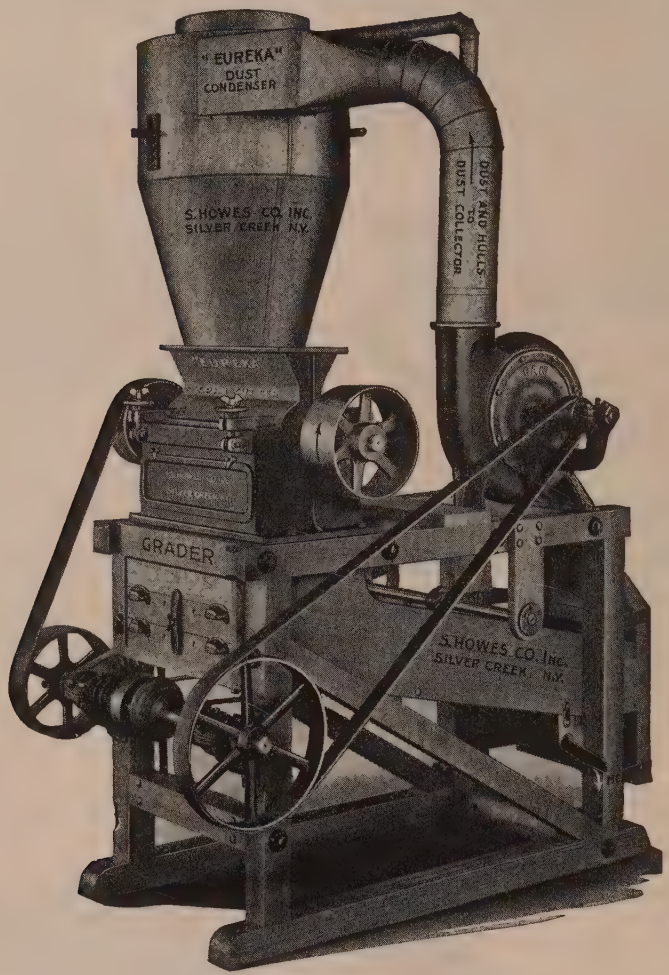

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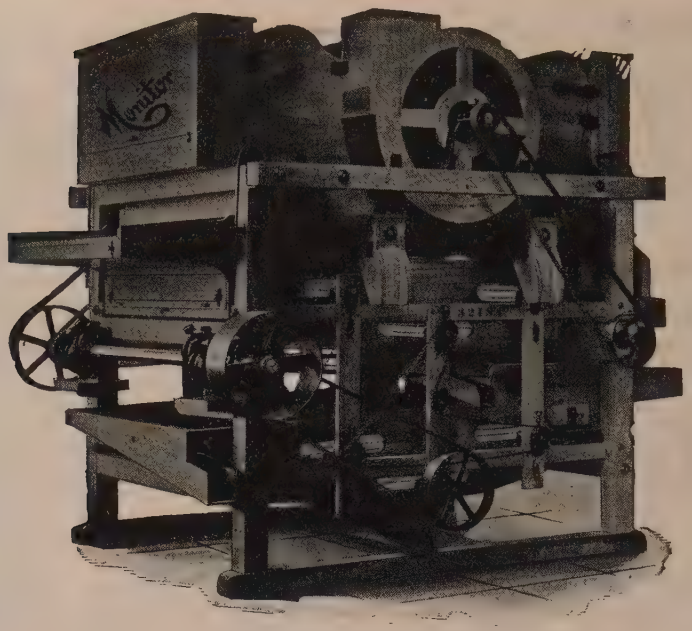

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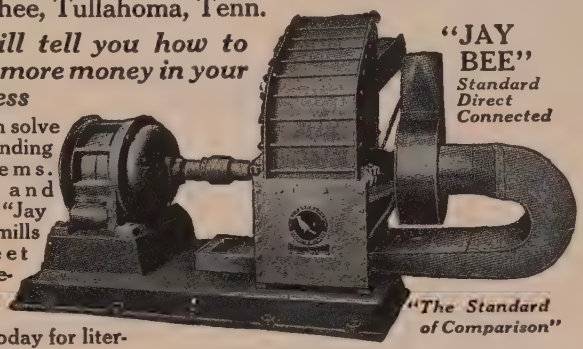

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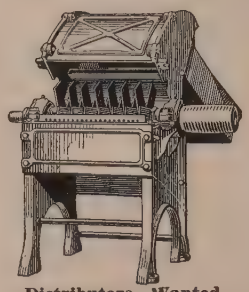
The W-W Hammer Type Feed Grinder

The World's Greatest Feed Grinder



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Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.

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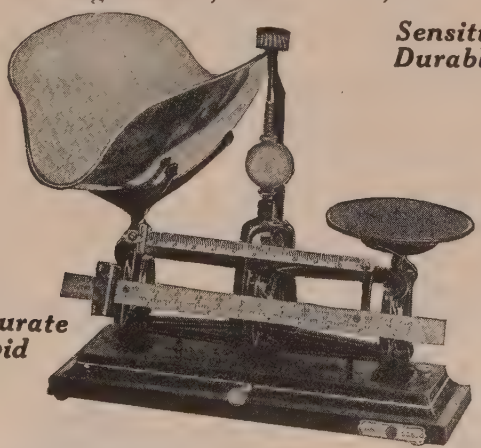

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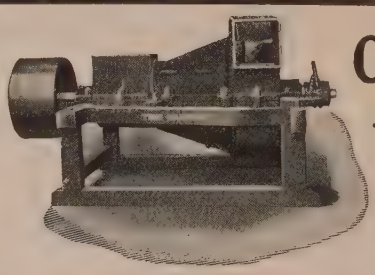

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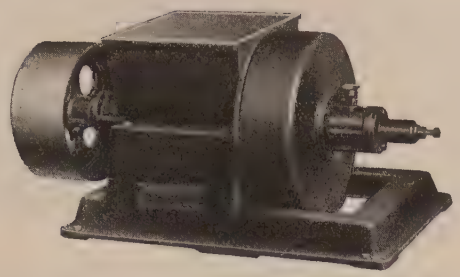


SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

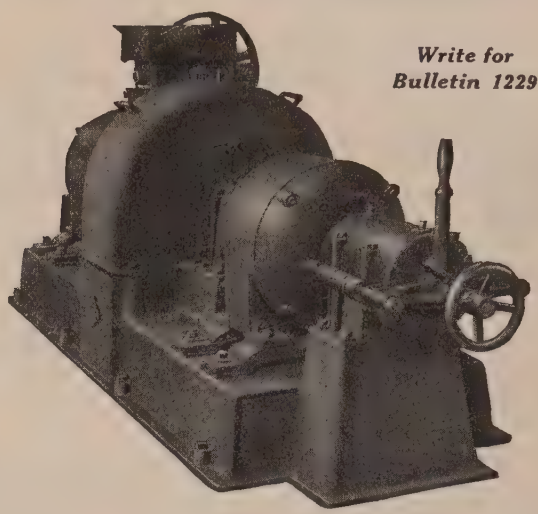
WRITE FOR BULLETIN D.

BRYANT ENGINEERING COMPANY
PORT HURON, MICHIGAN

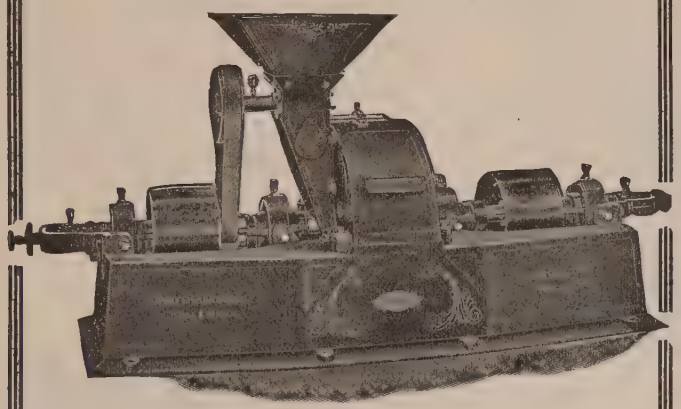
Allis-Chalmers
ATTRITION MILLS
GRIND ANY FEED

Allis-Chalmers Mfg. Co.
MILWAUKEE

Write for Bulletin 1229



The "HALSTED"
HAS NO EQUAL



No Seal Rings — Positive Feed
Scientific — Economical
Wick Oiler Bearings

Its best friend is the man who has used other makes.

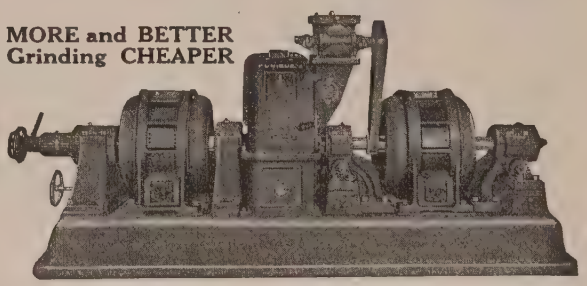
Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

THE ENGELBERG HULLER CO.
Incorporated
SYRACUSE, N. Y., U. S. A.

For Greatest Profit In Feed Grinding, Employ The
UNIQUE
BALL BEARING ATTRITION MILL

MORE and BETTER Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

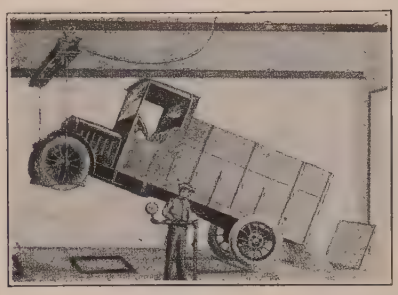
The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

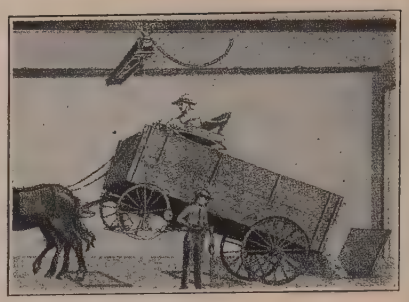
We shall be glad to send you complete description on request. Write us.

ROBINSON MFG. CO.
42 Robinson Bldg. MUNCY, PA.
CHICAGO OFFICE—111 W. JACKSON BLVD.

STONE'S VEHICLE DUMP



Adjustable to all conditions.
Will dump any size wagon or truck, either long or short, wide or narrow.
Can be used with or without scales.
You can drive on from either end of driveway.
Being portable, will dump into any number of sinks.
Located above driveway, reserving all space below for the storage of grain.
Operated by one man.
Is strong and substantially constructed, entirely of steel.
Will last a lifetime.
Operated by compressed air.
You do not have to close your elevator to install a Stone's Vehicle Dump, as it is complete and is placed in your driveway like a piece of furniture in your home—without the expense of building a house around it.



R. C. STONE ENGINEERING CO., *806 N. Commercial St.*, ST. LOUIS, MO.

SUPERIOR ELEVATOR CUPS

SUPERIOR ELEVATOR CUPS

FOR

CAPACITY — FLEXIBILITY — SERVICE

PERFECT PICK UP AND DISCHARGE

At Low or High Speeds

GUARANTEED

to give at least 20% greater capacity than any other cup on the market without changing a thing on the elevator but the cups.

Write for free sample, and full information.

K. I. Willis Corporation

MOLINE, ILLINOIS

Patented

Folwell-Sinks Form Lifting

Jacks and Steel Yokes

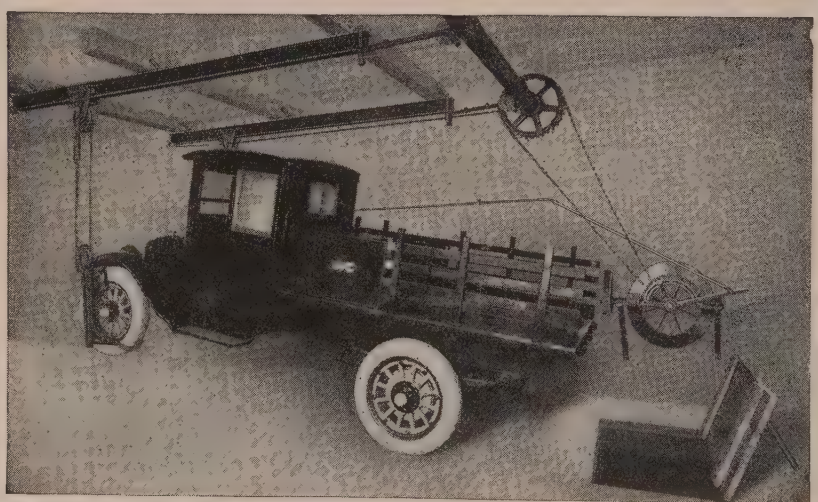
for Grain Elevator, Silo and Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

NELSON MACHINE CO.

WAUKEGAN, ILL.



The Powerful Wagon & Truck Dump

After a thorough competitive inspection of "The POWERFUL" Wagon and Truck Dump, our many users decided our dump was second to none because of its up-to-date Engineering design, High Class, Rugged and Positive Construction, small expense for installing, and speed in operation.

Our numbers of satisfied customers are conclusive evidence that our dump excels all others, in, from the smallest details up to the most vital points and it never fails to give the customer the satisfaction he desires.

There are many outstanding features in our dump and we call attention to the following:—

Dump All Length Vehicles Into One Dump Door.
Extend the Track and Dump Into Any Number of Dump Doors.
Will Raise the Vehicle to Any Angle Required and Will Remain at Any Angle desired.
All Parts in Plain View.
No Parts that Bind.
No Quick Wearing or Delicate Parts.
Under Complete and Positive Control.
Can Be Operated by Hand or Power—Power Being Preferable.
Two-Horse-Power Sufficient.
Speedy and Safe.
Simple and Durable.

For Information address
525 Board of Trade

L. J. McMILLIN

Indianapolis, Ind.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W Watt, Jacobsburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. G1

N. P. BOWSHER CO., SOUTH BEND, IND.

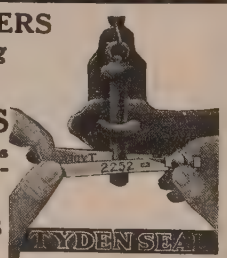
10,000 SHIPPERS Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent CLAIM LOSSES

Write for samples and prices



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President

617 Railway Exchange Bldg., Chicago, Ill.

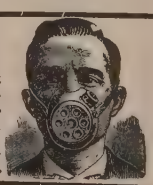
Cover's Dust Protector

Rubber Protector, $2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

Box 404 South Bend, Ind.



GRAIN ELEVATOR BUILDERS

RELIANCE
Construction Co.
Board of Trade, Indianapolis

Designers and Constructors
of the better class of grain elevators
—concrete or wood

Younglove Construction Company
Grain Elevators, Transfer Houses,
Coal Pockets, Feed Plants
Wood or Fireproof Construction

"If Better Elevators are Built They will STILL be Younglove's"

SPECIALIZING
Concrete Pits that ARE Waterproof

418 Iowa Bldg., Sioux City, Iowa
Box 1172 Fargo, N. Dak.

Phone or Drop a Line

To Federal Engineering Co., of Topeka, Kansas, if you need a new elevator, old one repaired or machinery installed.

"They Build the Best"

C. T. Stevens C. E. Roop C. B. Barutio
Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
1207-8-9 LANDRETH BUILDING ST. LOUIS, MISSOURI

Weller Metal Pdts. Co.
Chicago Office 505 Webster Bldg.
Factory Hammond, Ind.
SHEET METAL WORK
Grain Elevators a Specialty

CRAMER BUILT
is the mark designating the best in Grain Elevator Construction at normal prices.
W. H. Cramer Construction Co.
North Platte, Neb.
Plans and Specifications Furnished

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

A. F. ROBERTS
ERECTS Elevators, Corn Mills, Warehouses
FURNISHES Plans, Estimates, Machinery
SABETHA, KANSAS

J. E. STEVENS
53 Devonshire St. Boston, Mass.
Designer and Builder of
Modern Grain Elevators

E. B. BANKS
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Engineer and Contractor
Grain Elevators and Repairing

GRAIN and COAL ELEVATORS
T. E. IBBERSON CO.
CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

The Star Engineering Company
Specialists in
Grain Elevator Construction

Our elevators stand every test Appearance, Strength, Durability and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

WHITE ★ STAR ★ CO.
WICHITA, KANSAS
For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

L. J. McMILLIN
Engineer and Contractor of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

L. D. Rosenbauer, Pres. H. P Roberts, V. Pres.
L. W. Ledgerwood, Sec. A. E. Owens, Supt. Cons
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Designers and Builders of
MODERN MILLS, ELEVATORS and INDUSTRIAL PLANTS
SPRINGFIELD, MO.

DESIGNERS
of Grain Elevators, Flour Mills
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Preliminary Sketches and Estimates
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HORNER, WYATT & ROADS
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OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

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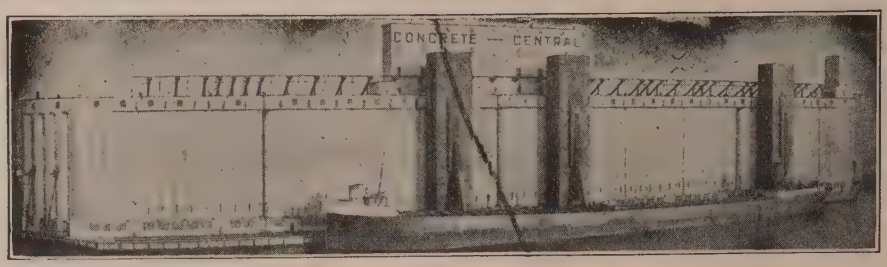
The Eastern Grain,
Milland Elevator
Corporation



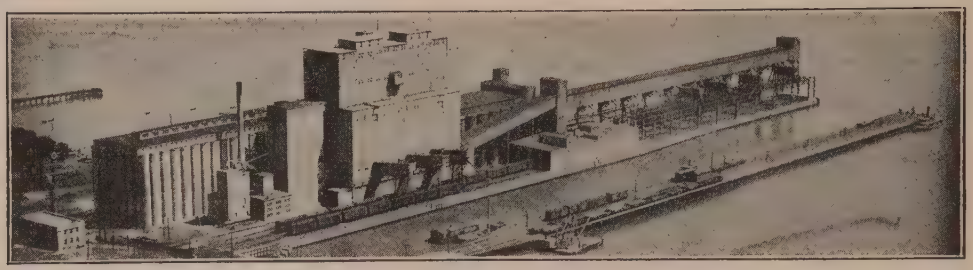
Concrete-Central
Elevator, Buffalo, N.Y.
Capacity
4,500,000 Bushels

Designed and Built by

Monarch Engineering Company

Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

Pennsylvania R. R. Elevator, Baltimore—*The Most Modern Elevator in the World*

Designed and Constructed by

James Stewart and Company, Inc.

W. R. Sinks, Mgr. Grain Elevator Dept. 1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World

One of

Several Elevators

Designed and Built by us Throughout Canada

The More Recent are

The Reliance Terminal Elevator	Port Arthur
The Jas. Richardson & Sons Elev.	Port Arthur
The Northwestern Elevator	Fort William
The Great Lakes Elevator	Owen Sound

THE BARNETT-McQUEEN CONSTN. CO., LIMITED

Designers and Builders of Grain Elevators

Fort William, Ont. Duluth Minneapolis, Minn.

3,000,00 Bushel Grain Elevator

for

A. E. Staley Mfg. Co.

Decatur, Illinois

DESIGNED AND BUILT BY

Folwell-Ahlskog Company

Engineers and Constructors

323 N. Michigan Ave. Chicago, Ill.

Santa Fe Elevator "A"

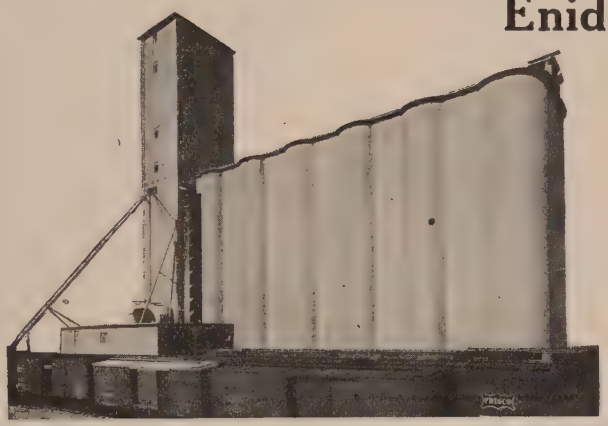
Kansas City, Kans.

Capacity
6,500,000 Bushels

John S. Metcalf Co.

Grain Elevator Engineers and Constructors

111 W. Jackson Blvd., Chicago 54 St. Francois Xavier St., Montreal 837 W. Hastings St., Vancouver, B. C.



Enid Terminal Elevator Company

Enid, Oklahoma

Present Capacity, 550,000 Bushels

(Head House equipped to handle 1,250,000 bushels)

Broke ground in January, complete plant placed in operation June 1. Before completion, the SOUTHWEST TERMINAL ELEVATOR COMPANY of Enid awarded us contract for a duplicate of this elevator. The second plant was ready to handle grain September 1. Both are now operating on a profitable basis.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

708-9 Mutual Building Kansas City, Mo.

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn. **Fort William, Ont.**

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

Randolph Grain Driers

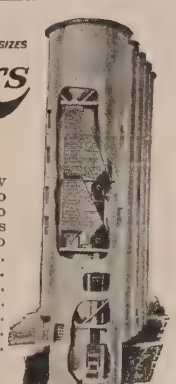
THIS DISTINGUISHES THE BEST FROM THE REST

Recent Terminal Installations

Russian Government (16 driers).....Moscow
Washburn Crosby Co.....Buffalo
Seneca Elevator Corp.....Buffalo
Early & Daniels Co.....Indianapolis
Fostoria Storage & Trans. Elev., Fostoria, Ohio
Capitol Elevator Co.....Duluth, Minn.
Reliance Terminal Elevator...Fort William, Ont.
Consolidated Elevator Co....Fort William, Ont.
Northwestern Elevator.....Fort William, Ont.
Northland Elevator.....Fort William, Ont.
N. M. Paterson Co.....Fort William, Ont.
Grand Trunk Pacific Elevator, Fort William, Ont.

Write or wire for catalogue

O. W. Randolph Company
TOLEDO, OHIO, U. S. A.



1000 bu. per hr. Direct Heat Drier in Tank

McKenzie-Hague Co.

Engineers
Contractors

Minneapolis, Minn.

Hallett & Carey Co. Elevator
Minneapolis, Minn.
Completed August 1, 1926

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

WIS.—Up-to-date grain elevator, flour and feed house for sale; reasonable. Write Mary Hauterbrook, 1272 Walnut St., Green Bay, Wis.

CENTRAL MISSOURI—5,000 bu. elevator for sale; good location; no competition. Write or see F. W. Meyer, McKittrick, Mo.

S. W. MINNESOTA—20,000 bu. elevator for sale, cribbed, 11 bins, air-dump, electric motor. Address Miles Tormey, Dovray, Minn.

CENTRAL KANSAS—20,000 bu. elevator for sale, good condition, ready to go, coal bins and dwelling in connection if wanted. Write 58G15, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS in East Central Illinois, 55,000 and 40,000 bu. houses. Both in good grain territory. Priced for quick sale. Address 58F15, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA—Two grain elevators for sale with good side lines. These are at country points, in good territory. Address 58E3, Grain Dealers Journal, Chicago, Ill.

AMHERST, TEXAS—New 16,000 bu. elevator for sale, fully equipped, on the Santa Fe between Clovis and Lubbock. Built by the Star Engineering Co. If interested write to O. D. Halsell, Amherst, Texas.

NORTH CENTRAL KANSAS—12,000 bu. iron clad elevator for sale, in good condition; also corn crib 16x120 ft., coal shed and feed house included. On Mo. Pac. RR. Address 58F25, Grain Dealers Journal, Chicago, Illinois.

SANDUSKY, INDIANA—40,000 bu. elevator for sale, iron clad, on private ground, two large warehouses, 24 ton truck scale, coal yard, elevator fully equipped. Sandusky Farmers Elevator Co., P. O. Greensburg, Indiana.

OHIO—10,000 bu. elevator, chop mill and coal yard for sale; private switch for 7 or 8 cars; located in good wheat and dairy section, close to good markets; electrically equipped and operating; price reasonable, half cash, balance paper. Address 58B13, Grain Dealers Journal, Chicago, Ill.

KANSAS—17,000 bu. elevator for sale with good office and warehouse for flour and feed, one coal shed, hardware and implement building 50 ft. by 80 ft., located at Beaver, Barton County, Kas., also residence and lots. Will sell altogether or separate to suit purchaser; priced right. Write or phone E. E. Miller, Redwing, Kansas. Phone No. 107–13.

ILLINOIS—FOR SALE AT A BARGAIN. Our 55,000 bu. elevator with drier and cleaner installed, coal sheds, hay barn, stock of goods. Eleven town lots on which plant stands, etc. This is one of the best stations in Ill. Handles 300,000 bus. a year; in good town, good schools, churches, etc. Forced to sell by debt. Be quick or you will miss it. Address Paxton Farmers Grain Co., Paxton, Ill.

EAST CENTRAL ILLINOIS grain levator for sale in heart of corn belt. Second largest grain shipping point between Lafayette and Peoria. Average volume for station over 500,000 bus. Best of competition at station and surrounding points. Elevator cribbed construction, capacity 35,000 bus.; new cribbed construction coal bins, new brick office, good ear corn crib, strictly modern 9 room residence. Reason for selling, wish to retire on account of ill health. Address 58C15, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

MICHIGAN ELEVATOR in Thumb District for sale. Address 58E10, Grain Dealers Journal, Chicago, Illinois.

IOWA—20,000 bu. elevator and coal sheds, priced to sell. Good outfit. Address H. R. Kiefer, Stanley, Iowa.

WESTERN KANSAS—18,000 bu. grain elevator for sale, in excellent grain territory, good coal bins and warehouse. Address 58G6, Grain Dealers Journal, Chicago, Illinois.

SOUTH CENTRAL KANSAS—Two elevators for sale—12,000 bu. house with good feed and coal business and 4,000 bu. house close. Good prospects for crop this year. Address 58D7, Grain Dealers Journal, Chicago, Ill.

SO. DAK.—20,000 bu. elevator, flour and feed house; electric power; built new in 1920; doing big business. Reason for selling, owner has too much other business interests. Address 58D8, Grain Dealers Journal, Chicago, Ill.

INDIANA—12,000 bu. elevator for sale located at Williamstown; iron clad; on private ground; excellent grain territory. Address Sandusky Farmers Elevator Co., P. O. Greensburg, Indiana, R. F. D. No. 1.

ILLINOIS—15,000 bu. elevator for sale, on P. & E., and good warehouse on adjacent private ground near Champaign, Ill. In good condition and doing active business. Reasonable. Address 58G1, Grain Dealers Journal, Chicago, Ill.

MISSOURI—Elevator for sale, located in Saline County, on Mo. Pac. Ry., in best grain section of country. Equipped with electric and gasoline power. To be sold on account of death of partner. W. H. Meschede, Administrator, Marshall, Missouri.

ILLINOIS—A 30,000 bu. cribbed elevator for sale; equipped with 2 dumps, 2 legs; near Champaign, Ill. In good condition and easily operated by one man. Good grain point. Low priced to settle estate. Address 58G3, Grain Dealers Journal, Chicago, Illinois.

KANSAS—Three modern elevators for sale, easy terms, part cash; residences included. Good feed business, includes grounds for stockyards and feeding purposes. No competition; located Republican Valley. Responsible party may handle $5,000 cash payment—balance paper. Write 58A25, Grain Dealers Journal, Chicago, Ill.

IN ILLINOIS CORN BELT—A 50,000 bu. cribbed elevator for sale. Two dumps, two elevating legs, six hoppered bins, two gravity loading spouts which will load cars to roof without shoveling, 10-hp. type Z Fairbanks-Morse Gas Engine. Large territory to draw from and located on C. B. & Q., 2 miles from hard road. Cash or terms. Good reason for selling. For particulars write P. O. Box 205, Woodhull, Ill.

EAST CENTRAL ILLINOIS—Grain elevator for sale, in heart of corn belt, on concrete road. Main elevator cribbed construction, iron clad, capacity with attached crib 100,000 bus.; coal bins, cement house, fine new 2 room stucco office, Fairbanks type registering scale; large 8 room house with barn and 7 acres land across road from elevator. No competition. You will be pleased when you see it. Address 58F27, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

THREE IOWA Elevators for sale or trade, A-1 condition, in best part of corn belt. Write 58D9, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA ELEVATORS for sale, good grain points, houses in first-class condition. Part cash and terms on balance if desired. Address 58F14, Grain Dealers Journal, Chicago, Ill.

KANSAS—10,000 bu. capacity elevator for sale; grinder, feed room, Richardson Automatic Scales, coal shed and dwelling house; on main line of Santa Fe. See or write Oliver Howell, Route 1, Garfield, Kansas.

WESTERN OHIO—Grain elevator, flour and feed mill, coal and ice business for sale in a rich grain district. Reason, to close out an estate. A money making opportunity. Address 58G11, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA—20,000 bu. elevator and coal business for sale, plant in good condition, good territory, electric power, no competition, located on own ground. Address 58F3, Grain Dealers Journal, Chicago, Illinois.

SOUTHERN MINNESOTA—25,000 bu. elevator for sale with coal shed and flour house in connection; on C. M. & St. P. and C. R. I. & P. Railroads. Now doing a good business—excellent reasons for selling at sacrifice figure. Address Box 287, Albert Lea, Minn.

EASTERN OKLAHOMA Elevator with hay and feed business for sale. Elevator 12,500 bu. capacity, electrically equipped, now filled up with corn and enjoying nice business in wholesale and retail trade of flour, feed and hay; have 400 tons hay and 4,000 bus. oats on hand. Reason for selling, owner engaged in other business. Address P. O. Box 128, Haskell, Okla.

ELEVATOR FOR LEASE

MISSOURI—15,000 bu. elevator to lease, handles coal, flour and feed. Good location for the right man; no competition but trucks. Write 58D19, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE.

20 ACRES Rio Grande Valley Texas land, all in cultivation, clear, worth $10,000, will trade for good located elevator in Ill., clear. Write 58F29, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

SO. DAK. or MINN. Elevator wanted; must do good business and be reasonable. Address 58G26, Grain Dealers Journal, Chicago, Ill.

WOULD CONSIDER LEASING an elevator in Southern Kansas, North Central Oklahoma or the Panhandle of Texas. Address 58E5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Ice plant and machinery, or machinery alone, belonging to firm dissolved by death of partner. For full details write W. H. Meschede, Admr., Marshall, Missouri.

LOAN WANTED.

WANTED TO BORROW—$10,000 loan to be secured by first mortgage on elevator and drier property in Ill.; physical and moral risk A-1; security the best; fully protected by insurance. Write 58G21, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED

WANTED—A party capable of taking an active interest in a grain and seed firm doing business in U. S. A. and Canada. Investment of $5,000 to $10,000 required. Would be expected to take management of U. S. A. interests. Address 58C17, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

MANAGER WANTED—Farmers' Co-op. Grain Co., Rescue, Nebr. Applicants send reference and correspondence to Joseph Pace, President, Linwood, Nebr.

New Method of Applying Motor Power to Elevating Leg

The Drive that is positive, self-oiling, self-aligning, and has a releasable back stop.

Chrome Nickel Steel Worm and Phosphor Bronze Worm Wheel. All main bearings Timken, tapered, anti-friction, roller.

The Drive that is endorsed by Underwriters and efficiency engineers.

Write for Literature

Clow-Winter Manufacturing Co.
Minneapolis Minn.

When In Minneapolis Stay At

The
NEW NICOLLET HOTEL

Opposite Tourist Bureau on Washington Avenue
The Northwest's Finest Hotel.
600 rooms with bath or connecting.
Every room an outside room.
Largest and Finest Ballroom in Northwest.

Rates:

59 Rooms at $2.00 — 257 Rooms at $3.50
68 Rooms at $2.50 — 41 Rooms at $4.00
84 Rooms at $3.00 — 38 Rooms at $5.00
Suites and Special Rooms at $6.00 to $9.00.

MAIN DINING ROOM
COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management
W. B. Clark

SITUATION WANTED

POSITION wanted as manager of grain elevator; 20 yrs. exp.; familiar with all sidelines; best of references. J. M. Cobb, Tipton, Okla.

POSITION wanted as second man in country elevator doing good business; can manage office, elevator, no engine man. Address Ed. James, Lock Box 357, Williamsport, Ind.

A FORMER Gen. Mgr. of exporting firm will consider connection either salary or joint account. Well acquainted trade Southwest. Address 58F13, Grain Dealers Journal, Chicago, Ill.

WANTED position as manager of a good grain business; 15 years' experience; would buy a small interest; good references furnished. Address 58E14, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers Elevator; 18 yrs.' exp.; familiar with hardware, implements, coal, flour, feed business; best of references; prefer Kas. or Okla. Address C. M. B., care Harper Farmers Union, Harper, Kas.

POSITION wanted as manager of town or country elevator by experienced man who understands the grain business, also lumber and other sidelines; can furnish best of references; will go anywhere in Ill., Ind. or Iowa. Write 58G16, Grain Dealers Journal, Chicago, Ill.

YOUNG LADY, age 26, desires clerical position in grain office; 6 yrs. experience as bookkeeper and typist in country grain elevator. Good health, can furnish reference as to character and ability, not afraid to work. Address 58F4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by married man, 35 years old, as manager of grain elevator or feed warehouse; 8 years as manager to owner. Experienced in grain, flour, feed, coal, seed and farm machinery; good accountant; furnish best of references. Address 58G2, Grain Dealers Journal, Chicago, Illinois.

RESULT PRODUCING MANAGER with 16 yrs. successful record desires position with Farmers Elevator Co. or line house. Good grain man, exp. all side lines, good accountant, render monthly balance sheets and profit and loss statements. Ill. or Ind. preferred. Address 58E15, Grain Dealers Journal, Chicago, Ill.

BUCKWHEAT WANTED

CAN USE some buckwheat grain for feeding purposes. Ansted & Burk Co., Springfield, O.

ENGINES FOR SALE

FOR SALE—One used 35 Hp. Charter Oil Engine with friction clutch, $500.00. Address E. H. Morris, Crossville, Ill.

ST. MARYS Diesel Engine for sale, 37½ HP., good repair, nearly new. Barton & Lemmon Bros., Pleasant Hill, Illinois.

FOR SALE—25 hp. International coal oil engine, in good condition, reasonable. Address 58F31, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

RICHARDSON Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

WANTED TO BUY—Two 4 or 5 bushel Richardson Scales. The Sidney Grain Machinery Co., Sidney, Ohio.

WANTED—Good second-hand truck scale or 600 bu. hopper scale, in first-class condition. Kitchel Grain Co., Kitchel, Indiana.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

MOTORS.

FOR SALE—Guaranteed, practically new, a perfect 50 HP. Westinghouse Squirrel Cage Motor and Automatic Starter, Base and Pulley; 2200 volt, 3 phase, 60 cycle, 1800 rpm. $450.00 here. Papillion Mills, Papillion, Nebr.

MACHINERY FOR SALE OR TRADE.

ONE NEARLY NEW No. 166 Eureka Grain Cleaner at sacrifice price or would trade for smaller seed cleaner. What have you to trade? Assaria Hdwe. & Field Seed Co., Assaria, Kans.

MACHINES FOR SALE.

ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

FOR SALE—Fairbanks-Morse Engine, Type NB., 15 Hp., burns gas or kerosene, good condition. Also 600 ft. one-inch rope. Drive and pulleys. Farmers Elevator Co., Brainard, Nebr.

FOR SALE—85 Hp. Muncie Oil Engine, fine condition, with 6,000 gallon fuel oil tank. Also Fairbanks 100 ton Track Scale with registering beam, complete with structural steel. Dwight L. Downing, Bellefontaine, Ohio.

FOR SALE—One 25 hp. type Y Fairbanks-Morse Oil Engine, in fair condition. Also one 15 hp. Fairbanks-Morse Motor, 3 phase, 220 volt, 60 cycle, with Westinghouse Compensator; good condition. Poneto Grain Co., Poneto, Ind.

FOR SALE—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. 1 double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

KEEP POSTED

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm .....

Capacity of Elevator Post Office .....

..... State .....

MACHINES FOR SALE.

MARSEILLES Corn Sheller for sale, capacity 400 to 800 bus. an hour, in excellent running condition, together with machine for cob cleaning. Now at Savanna, Illinois. Address Wisconsin Grain Elevators Co., Milwaukee, Wis.

FOR SALE—One Fairbanks Morse 20 Hp. Gasoline Engine in good condition; about 400 ft. 1½ in. manila transmission rope. Engine is equipped with friction clutch with sheave for rope transmission, also have large sheave for line shaft also sheave for tension. Price reasonable. Peterson Grain Co., Grand Ridge, Ill.

FOR SALE—New 16 hp. Stover Diesel Engine, also a 12 hp.; 2 Clipper cleaners, almost new; 2 5-ton Fairbanks automatic dial scales, never used; 1 elevator leg with 15 hp. motor gear driven head, almost new, including motor; 1 Sprout-Waldron Cob Crusher No. 1059, almost new. Address 58F30, Grain Dealers Journal, Chicago, Ill.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

SPROUT, WALDRON & CO.,
9 S. Clinton St., Chicago, Ill.

MACHINERY FOR SALE.

5 Wolf double breaks with rolls 9x18.
1 Centrifugal Reel.
2 Brant Scroll Mills.
1 Wolf Purifier.
1 Bleacher (Alsop).
1 Invincible Rolling Screen.
1 Perfection Dust Collector.
1 Barnard & Leas Flour Dresser.
1 Richmond Bran Duster.
1 Richmond Short Duster.
2 Wolf Flour Packers.
1 Monitor Bran Packer.
1 ½-bu. Richardson Automatic Scale.
1 Steamer.
1 Bardnard & Leas 100-bbl. Sifter (which is practically new).
20 Stands of Elevators, complete.
All in good running condition.
Hagerstown Grain Co., Hagerstown, Indiana.

The Calculating Operators will analyze the merits of these sterling feed grinders before placing their requirements.

Diamond Huller Company

WINONA MINNESOTA

MACHINES FOR SALE

FOR SALE—One Bernert Grain Blower, 500 bu. capacity, with wagon hopper and 30 ft. spouting. Good as new, used to load two cars. Also one Motor for Moline Tractor, new. Will sell these at a bargain as we are closing out our machinery line. Farmers Co-operative Grain & Lumber Co., Gowrie, Iowa.

FOR SALE—Rebuilt ear corn crusher, large capacity, $75.00.

18" double disc motor drive attrition mill, $600.00.

18" belt drive attrition mill, double disc, $150.00.

Complete equipment for mills and elevators.
Sidney Grain Machinery Co., Sidney, Ohio.

MACHINERY FOR SALE

	SELL—EACH
2 Allis Chalmers 50 HP. Motor	$ 250.00
1 Williams Pulverizer	1000.00
1 Eureka Batch Mixer	300.00
1 B. & L. Roller Mill	450.00
1 Eureka Cracked Corn Separator	500.00
1 Monitor No. 5 Dustless Corn Separator	200.00
Steel Conveyor 12"x12'	100.00
2 Bucket Elevators	400.00
Cyclone Dust Collector	90.00
1 Richardson Automatic 5 bu. Scale	250.00
1 Alcohol Gas Stove	20.00
No. 5 Invincible Oat Clipper	250.00
2-lb. Torsion Balance Scale	25.00
1 Time Recording Clock	50.00
1 Remington Posting Machine	300.00
1 Elliott Addressograph	100.00
1 Multigraph, complete	500.00
1 Tag addressing machine	100.00

DIAMOND MILLS
Evansville, Ind.

MACHINES FOR SALE

MAROA Car Loader, capacity 750 bus. per hour, guaranteed good condition. Reasonable price. Conn Bros. Grain Co., Mahaska, Kansas.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR QUICK SALE.

Motor and belt driven single and double head attrition mills, slightly used, fully guaranteed. Wire, phone or write for extremely attractive prices. DIAMOND HULLER CO., Winona, Minn.

FOR QUICK SALE

Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.

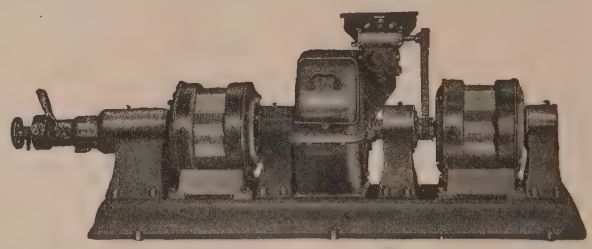
One 24 inch attrition mill, same as above.

Standard Mill Supply Co.,
501 Waldheim Bldg. Kansas City, Mo.

THREE BLOWERS for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

THREE THOUSAND feet 30" four ply rubber belting for $1.00 per foot, Kansas City.

SIX FAIRBANKS Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., Box 6406, Sheffield, Kansas City, Mo.



Livestock Prices Are Booming Feed Grinding

Hogs, dairy products and poultry have brought good prices, the last few years, while grain has stayed so low that feeding it is the farmers' sure way of making money.

More and more farmers are doing just this and the elevator equipped with a **Monarch Ball Bearing Attrition Mill** is getting his grain to grind if not to ship. It grinds corn, oats, barley and other grain to a uniform fineness with a minimum expense and has capacity enough to permit you to grind the farmers' grist while they wait.

If grain shipments are decreasing, feeding is increasing. Act now, send for Bulletin I-10, for complete details.

SPROUT, WALDRON & CO.

1202 Sherman St. Muncy, Pa.

Chicago Office 9 So. Clinton St. | Kansas City Office 612 New England Bldg. | San Francisco Office 726 Harrison St.

The Monarch Mill Builders

SEEDS FOR SALE—WANTED

Directory
Grass and Field Seed Dealers

One line, one year (24 issues), $10.00.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.
Kraus & Apfelbaum, field seed dealers.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.
Rudy-Patrick Seed Co., field seed merchants.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.
Northrup King & Co., field seeds.

ST. LOUIS, MO.

Corneli Seed Co., field-grass-garden seeds.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

SEEDS FOR SALE.

WOODBURN'S YELLOW DENT Seed Corn, 25 bu. field selected, carefully cured. Grown from certified seed, showing almost perfect germination. The entire lot or single bushels offered at low prices. E. J. Spaugh, Hope, Ind.

K. S. A. C. TESTED SEED CORN—1925 crop, grown in the Kaw Valley, Boone County White, Imperial White, Reid's Yellow Dent; Capper's Grand Champion, Hiawatha Yellow Dent; all $2.00 per bu. Sacks free. Send for samples. Twenty years in seed business here. Wamego Seed & Elevator Co., Wamego, Kans.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

SHIP YOUR HAY
to
ALBERT MILLER & CO.
192 N. Clark St. CHICAGO, ILL.
Good Sales--Prompt Returns

If You Need HAY
write us for delivered price

BUCKEYE BRAND
FIELD SEEDS
Strictly No. 1 Quality
The J. M. McCullough's Sons Co
CINCINNATI OHIO

KELLOGG
SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

COURTEEN
Seed Company
Weekly Price List on Request.
Milwaukee, Wis.

WE SPECIALIZE IN
ALFALFA BLUE GRASS
SUDAN MILLET and CANE
WRITE FOR SAMPLES AND PRICES
RUDY-PATRICK SEED CO.
Kansas City, Mo.

L. TEWELES SEED CO.
Distributors of
BADGER BRAND SEED
Milwaukee, Wisc.

J. G. PEPPARD SEED COMPANY
Buyers SEEDS Sellers
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

LOUISVILLE SEED COMPANY, Inc.
Louisville, Kentucky
Buyers and Sellers of All
Varieties of Field Seeds
Headquarters for Redtop Orchard
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North American Seed Co.
MILWAUKEE, WIS.
CLOVERS—TIMOTHY
ALFALFA
Get our samples and prices before buying

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodde Seeds, Sudan Grass, Soy Beans, Cow Peas
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CORNELI
Seed Company
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FIELD—GRASS—GARDEN SEEDS
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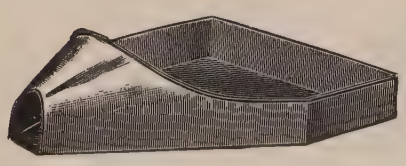
There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

SEEDS
Alfalfa, Sweet Clover
Domestic Red Clover
Timothy, Seed Grains
And All Other Seeds
Carloads or less *Write for samples*
NORTHRUP, KING & CO.
Minneapolis, Minn.

SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.
Grain Size, 2½x12x16½", $2.00.
Seed Size, 1½x9x11", $1.65.
Send All Orders to
GRAIN DEALERS JOURNAL, 309 So. LaSalle St., Chicago, Ill.

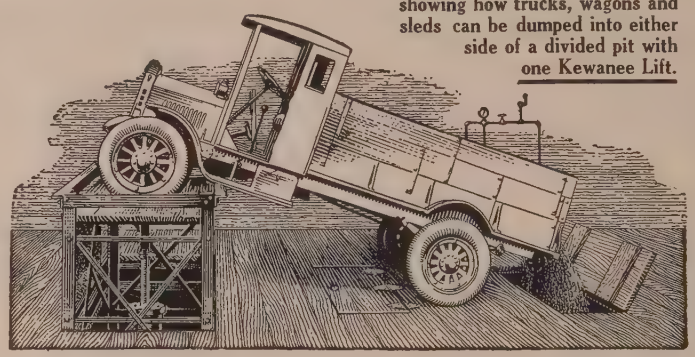
Installed 4 years—300,000 bushels dumped yearly—*nothing spent for repairs*

Kewanee All Steel Truck Lift

The Farmers Elevator Co., Buffalo, N. Dak., installed a Kewanee 4 years ago to handle about 300,000 bushels yearly. Here's what they say: "So far we have not spent any money for repairs, and so far as teams pulling a wagon off it, or backing up, that is impossible. If we were to install another dump it would be a Kewanee."

ASK FOR SPECIAL PLANS

showing how trucks, wagons and sleds can be dumped into either side of a divided pit with one Kewanee Lift.



Consider these features and you'll select a Kewanee

All Steel: Everything about it (except the platform) is heavy, steel. No wood to warp and stick. *A truck dumping device that will last as long as your elevator.*

Roller Bearing: The only real roller bearing lift made. Requires less power, and the lift slides up and down easily, without jerks.

Safety Guard; Before the lift rises the safety guard surrounds the wheels, holding the truck or wagon in place.

Kewanee built air tank and compressor; A heavy riveted steel air receiver in place of the cheaper welded tank furnished with most truck dumps—5 times stronger than the average pressure at which it is used. The compressor is Kewanee built, especially for this work—with all interior wearing parts Ford Size, so that *repairs can be had quickly and cheaply* at any Ford service station.

Low Installation Costs; Figures taken from many hundreds of installations prove that the *total installed cost* of a Kewanee is never greater, and **usually less than for any other reliable device.**

Write for blue prints and prices. Or, *without any obligation*, we will have one of our men explain how easily and at what small cost a Kewanee can be installed for you.

Kewanee Steel Grain Grates

Eliminate sweeping and the back breaking labor of lifting doors—also saves the cost of keeping trap doors in repair. 8 foot length—but any length can be furnished. To any approaching team the grates appear to be a solid floor. Slotted castings permit bars to be removed for entry into the grain pit and give tremendous rigidity.

Kewanee Implement Company

1011 Commercial St. Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co.
Kansas City

Northwest Distributors
R. R. Howell & Co.
Minneapolis

GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, $2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, $3.00; to Canada and Mexico, prepaid, $2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, APRIL 10, 1927

LARGER sinks, legs and spouts expedite the handling of grain efficiently when the real movement starts.

THE SPLENDID crop prospects are urging elevator owners to clean up their plants and put them in prime condition for a very busy season.

WHITE CORN as a feed for hogs is given a black eye in Bulletin 281 just issued by the Illinois Agri. Experiment Station, so it seems that the Southerners' prejudice in favor of yellow corn is fully justified.

THE MARKET for farm crops is being diminished by scientific feeding of poultry and animals. The saving factor in the situation is the increase in population, which while it does not increase the per capita consumption of wheat, eventually catches up with the crops.

SHIPPERS who want efficient service from terminal market receivers should not expect to stimulate their agents to extra effort by drawing for the full market value of each shipment. If you have not enough confidence in your receiver to leave a margin better select another firm.

THE COUNTY AGENT is losing favor in Iowa. Citizens of Marshall and Crawford counties have both sent the state iegislature separate petitions asking the repeal of the law creating the office of the county agent. It may be that the agent assigned to these counties did not realize his opportunity to help agriculture, but rather has applied himself to tearing down commerce.

SOME OF THE wheat pools have admitted disappointing returns from the handling of last year's wheat crop but the International Harvester has issued no statement regarding its loss on the corn bought at $1.00 a bushel. No doubt its generosity will be remembered by the corn growers.

KANSAS GRAIN DEALERS can obtain a license from the chief grain inspector of the state to store grain from whomsoever they desire but most of them seem far sighted enough to refuse to store grain for producers. They find it more practicable to keep their storage space for their own grain.

WHEAT DEALERS of western Canada have experienced more trouble with heating grain since the wet harvest of 1926 than for a generation. So naturally many of them are installing driers to place their wheat in condition to stand shipment. Doubtless the investment will prove very profitable.

SCOOPERS may be expected to increase in numbers when the next crop starts to move and the increasing army of unemployed looks for something to do. Regular dealers should be on the alert to inform the trade at market centers that these would-be grain shippers have no capital and no responsibility.

A GRAIN ELEVATOR is never welcome in a residence district so it was but natural that the court at Council Bluffs, Ia., should declare the Rock Island Elevator a public nuisance and enjoin it from emitting sulphur fumes, dust and chaff. Even tho the elevator had not offended, its neighbors would have tolerated its presence against their wishes.

GRAIN DEALERS of corn growing sections are doing everything in their power to safeguard the corn growers of their section from the European corn borer. As a rule the farmers of no section except those devastated by this pest realize the danger that threatens them and it is up to the grain dealers to warn and advise them.

THE WHEAT FIELDS of southern Illinois contained so much garlic last year most of the millers took to wearing clothespins on their noses. In order to avoid a repetition of this punishment during the handling of the 1927 crop a vigorous effort is now being made to induce farmers to pull up and cut out this offensive weed wherever found.

ELEVATOR OPERATORS whose plants are visited by fire owe it to themselves to make every effort to prevent the wasting or destruction of the salvage. The smaller the loss the larger the dividends to the holders of mutual insurance policies, so the elevator owner who exerts himself to reduce the loss helps thereby to reduce the net cost of insurance in his mutual companies.

THE FAVORITE pastime of farmers marketing grain at Tabor, Ill., for some time has been filing suits for payment for grain stored with the company which insisted on shipping out stored grain even tho it had not bought it. Most of the suits filed have resulted in a decision against the directors, some of whom will no doubt pay dearly for ordering stored grain shipped.

GRAIN DEALERS who figure closely the total amount of each kind of grain received and the total amount for which they are paid can determine their annual shrinkage due to evaporation and waste but they should also add to each, one of the fixed costs of marketing grain, the loss suffered by reason of misgrading and shipments getting out of condition. They are hazards of the business which are ever present and must be taken into consideration by cautious dealers who strive to get a living out of the business.

INDIANA ELEVATORS were the scene of two fatal accidents last week. A man was suffocated by being buried in an oats pit. A boy was crushed to death by having his clothing caught on the set screw of a line shaft. Receiving pits should be covered by iron grating and set screws should be covered with a collar so as to prevent their catching in anybody's clothing. Many of the fatal accidents occurring around the grain elevator can be prevented by average caution and foresight, which should lead to the safeguarding of all moving machinery.

POLITICIANS seeking the approval of citizens unfamiliar with the business methods or practices in vogue in the grain business are now drafting bills for the regulation and surveillance of grain exchanges in hopes of providing sinecures for a few more useless burocrats. The cost will be paid by the general public. The trouble with the great majority of law-makers is that they start out with the presumption that they know everything, understand everything and have full power to correct all the shortcomings of the rest of the universe, but they have not a clear understanding of the first principles of business.

SHIPPERS who complain of shortages in every shipment thereby cast a reflection on their own vigilance. Cars can be coopered and lined with paper so as to prevent most of the shortages, but of course shortages will continue to occur occasionally even tho every shipper exercises extreme vigilance in preparing his cars for grain because many of the box cars are old and weak and can not withstand the many stresses to which they are subjected in swinging a heavy load of grain around a sharp curve or over a rough switch. Shippers owe it to themselves to refuse to load equipment which is not strong enough to carry their grain to destination in safety.

LIGHTNING is credited with striking an elevator at Gutman, O., and resulting in the burning of the elevator last Tuesday morning. Old-time grain men of that section insist it is the only elevator destroyed by lightning in that vicinity during the last fifty years. It must be that all the elevators there are protected by standard lightning rod equipment. Many plants are now protected by steel roofing connected with the iron siding and the corners grounded. We have yet to hear of any elevator protected by rods or grounded siding being struck by lightning. This protection is so inexpensive and so dependable no elevator owner can afford to be without it, in fact the mutual fire ins. companies give a sufficient credit for such protection to pay for its installation through reduced premiums.

WOOD shingles on the elevator building are too great a hazard to permit their use, considering that an iron roof also gives protection against lightning when well grounded.

HAVING the hour shown on the B/L by the station agent at the time he signs for the car is a new wrinkle adopted by some shippers to make a claim for delay more easily collectible.

NOT CONTENT with trying to run the grain business as well as farming a bill, No. 56, in the Iowa Senate empowers the state sec'y of agriculture to regulate beauty parlors and barber shops. Will statistics on the hair crop be issued monthly?

CULTIVATING friendly relations with the other grain buyers at the station leads to such mutual confidence that one dealer can call the other up on the 'phone and rely upon the assurance that the farmer who claims he had a better bid at the other elevator is prevaricating.

TRADE must have improved in the wheat pit since the government lifted its requirement on reporting individual trades, one of the largest transactions in many months occurring Apr. 9, when 1,000,000 bus. was bought in a single lot, by one trader, who in the next minute sold 900,000 bus. of it at an advance of ⅛ cent.

SHIPPERS and grain growers can not depend upon the decision of the Interstate Commerce Commission in the St. Louis & O'Fallon Railroad case to hold rates down to the basis of the 1914 valuation. Four of the commissioners dissented. The question is certain to be taken to the Supreme Court of the United States which has recently ruled otherwise in a gas rate case.

THE INVALIDITY of the Grain Futures Law claimed in the opinion of attorneys published elsewhere in this number, to be due to the vagueness of the term "manipulation" as used in the law, among several other reasons, is a fault that can not be remedied in any future law without a definition of "manipulation." Since the possibility of defining the crime of manipulation is about as easy as it would be to define the crime of "hocus-pocus," it seems to be impossible to enact a binding law that will prevent an individual from buying as much as 8,000,000 bus. of wheat on or off the exchanges. This amount of wheat is less than one per cent of the crop and could not be deemed a monopoly.

NATURAL SHRINKAGE has now been incorporated in the tariffs of the eastern railroads, and effective May 1 the carriers will make the deduction of ⅛ of one per cent on claims for loss in transit. The Western Trunk Lines first made this effective June 1, 1916, in Cir. 7973, and it was so vigorously objected to by shippers generally that seven leading grain firms of Minneapolis, Kansas City, Omaha and Chicago started suit Jan. 8, 1917, against 24 of the railroads to restrain the enforcement of the tariff, alleging that the regulations were illegal and void because "there is no inevitable or uniform shrinkage" due to evaporation or other natural causes. If this suit had been pressed to a conclusion the eastern lines would not now be adopting a similar petty larceny.

A REVOLT against the corn borer campaign has started in Defiance County, O., 150 farmers meeting at Sherwood opposing the clean-up. Federal officials have sent five tractors and stubble-beaters to clean up the farms of those who refuse to do so. Farmers who do not like to be regulated can appreciate how businessmen feel when the government pries into and tries to regulate business.

FRIENDS of the farmers who have been recommending more and more credit for distressed farmers overlook the fact that by such action they encourage an increase in agricultural activities which is likely to result in increased production and lower prices. The law of supply and demand may be ignored by the agitators and theorists but experienced farmers know that when they produce a big crop the price declines. It will always be so even tho the political potboilers do keep a McNary-Haugen Bill on the fire.

DOCKAGE OF WHEAT received in the spring wheat markets last year were heavy enough to reduce the shipper's returns by 10%. It seems the millers have not yet succeeded in making a marketable brand of flour from weed seeds and other foreign material so common in spring wheat territory, so they refuse to pay for the rubbish and the shipper who neglects to dock the producer for the foreign material contained suffers a heavy loss. In some sections enterprising elevator men have advertised to all their farmer patrons that they would clean all seed wheat free of charge which should help to reduce the percentage of foreign material contained in the 1927 crop.

THE COMMENT in this column Mar. 25 regarding a Milwaukee shipper of mill oats paying dearly for failure to accept buyer's description of the article sold was premature in view of the fact, after the decision referred to was rendered, the loser took an appeal to the Appeals Com'ite of the Grain Dealers National Ass'n before whom it is now pending. The contention of the seller is that buyer so worded his confirmation as to cover an entirely different product than he himself claimed he had bought. Whatever the outcome of this interesting case, the moral will be as pointed out in last number, to have the articles of trade and the confirmation agree as to what both parties intend.

THE WILD SCHEMES of avaricious bands of agitators for the building of chains of grain elevators at various points in the grain surplus states of the west are impracticable and would not be of any help to either the producer or the consumer. The country has ample elevator facilities to handle the crop efficiently and without waste or deterioration. To build more facilities would simply add an additional burden to the existing marketing costs. While the new facilities might be used in a small way they could not hope to get enough business to make the investment a profitable one, so while the new elevator operators were wending their way to the poor house, they would also be drawing on the already meager income of the elevators of established business. No one could profit by their building excepting the promoters and if they were really interested in the welfare of the grain producers they would forget all such impracticable schemes.

FORTUNATELY all of the 18,321 bills introduced in the last Congress, that did not pass, died Mar. 4. This is 4,940 more bills than were introduced during the 68th Congress.

EFFICIENCY of the railroads during 1926 in the rapid movement of freight is an indorsement of the policy of co-operation between shippers and the carriers. The shippers' advisory boards aiding the carriers with suggestions now number 14, with a membership representing 25,000,000 users of transportation. A grain dealer does not have to be an old-timer in the business to remember when the interest on drafts on cars delayed in transit was a heavy drain on profits. Now the dealer's problem is just the opposite, how to prevent circuitous routing of the Bs/L and drafts by bankers, to prevent demurrage accruing by reason of the cars getting to destination before the arrival of the documents.

The Pool Failures.

No one has as yet presented proof positive of a pool in agriculture products being a success, that is, so far as the members are concerned. The majority of the pools are a whole success so far as the promoters are concerned, because most of the promoters see to it that they get their share first. If there is anything left they are willing to divide it with the farmers.

One thing which has no doubt impressed many readers of the evidence being presented in the famous Detroit trial is the failure of many pools in agriculture products of which they had never heard. It would be extremely indiscreet for a promoter to admit the failure of any of the pools he had organized, but so far as the pool member and the public generally are concerned all the pools in agriculture products up to the present minute have cost the farmers dearly, with the natural result that most of them have been discontinued.

It has long been a practice common with most swindlers, fakers and scheme promoters to strive to gain the confidence of the Easy Marks by warning their prospective dupes against the inefficiency and the dishonesty of existing agencies. For over five years now the grain dealers and the grain exchanges have been denounced, maligned and misrepresented by hordes of promoters and politicians seeking the votes and the dollars of American farmers, and sad to relate the farmers have paid most dearly for lending a ready ear to the groundless stories spun by the soothsayers.

No other commodity is handled on such a narrow margin from the producer to the consumer as grain. The millions invested in facilities for storing, improving and handling grain is really entitled to much more reward than has yet been obtained, and the wonder is why the owners of these facilities continue to do business on a margin so narrow it is frequently wiped out by unexpected market changes. The politicians in particular seem to give no consideration to the service performed by the grain dealers of the land or the risks assumed in taking ownership of the grain marketed. Grain dealers who come in contact with intelligent farmers owe it to themselves and their patrons to persistently point out the failures of all the wild schemes to go around the country elevator operator. Not one merits their support.

Federal Futures Law Null and Void

At the spring, 1927, term of the Supreme Court of the District of Columbia there will come up for hearing the proceedings by the U. S. Department of Agriculture against the Armour Grain Co., of Chicago, Ill., charged with the transfer of 5 carloads of rye screenings into a public elevator in violation of the Grain Futures Act.

In proceeding against the Armour Grain Co. the U. S. Department of Agriculture had set a hearing for Oct. 11, 1926, but this hearing never was held by Referee Fred Lees, the court having granted the Armour Grain Co. a temporary injunction.

The Grain Futures Act was approved Sept. 21, 1922, and for the past four years, on the assumption that the law was constitutional, the grain trade on the exchanges has been conducted in compliance with burdensome regulations thereunder such as reporting of individual transactions, that have the effect of discouraging speculation, with the result that prices are now depressed to the great loss of the grain growers.

The bill of complaint by the Armour Grain Co. was prepared by an able firm of lawyers, Butler, Lamb, Foster & Pope, and the excerpts from the bill following show the law to be null and void.

The only provision of said Grain Futures Act which purports to authorize the issuance of any such complaint and notice or the institution of any proceeding or the taking of any action by the defendant Jardine as Secretary of Agriculture, against the plaintiff, is paragraph (b) of Section 6 of said Grain Futures Act, which paragraph reads as follows:

"If the Secretary of Agriculture has reason to believe that any person is violating any of the provisions of this Act, or is attempting to manipulate the market price of any grain in violation of the provisions of section 5 hereof, or of any of the rules or regulations made pursuant to its requirements, he may serve upon such person a complaint stating his charge in that respect, to which complaint shall be attached or contained therein a notice of hearing, specifying a day and place not less than three days after the service thereof, requiring such person to show cause why an order should not be made directing that all contract markets until further notice of the said commission refuse all trading privileges thereon to such person. Upon evidence received the said commission may require all contract markets to refuse such person all trading privileges thereon for such period as may be specified in said order. Notice of such order shall be sent forthwith by registered mail or delivered to the offending person and to the governing boards of said contract markets."

Unconstitutional for Six Reasons.—Plaintiff is advised by counsel and therefore charges that paragraph (b) of Section 6 of said Grain Futures Act above set forth is unconstitutional, null and void:

In that the procedure therein authorized does not constitute due process of law and would deprive the plaintiff of its property in violation of the Fifth Amendment to the Constitution of the United States:

In that it attempts to make an unlawful delegation of legislative power to members of the Executive Department of the Government and to others in no way connected with the Government in violation of said Constitution and particularly Section 1 of Article I thereof and the Fifth Amendment thereto;

In that it attempts to make an unlawful delegation of judicial power to the Commission created by said Act and purports to authorize an invasion by the executive of the province of the judicial department, in violation of said Constitution and particularly Section I of Article III thereof;

In that it purports to authorize proceedings which are in effect criminal and would impose upon the plaintiff irreparable injury and heavy penalties, in violation of the Sixth Amendment to the Constitution of the United States because said provision of said Act and said complaint are vague, uncertain and indefinite, and do not inform the plaintiff of the nature and cause of the accusation against it, and do not afford the plaintiff a jury trial for the alleged violations of the provisions of said Act;

In that it is not within the power of Congress under the Commerce or any other clause of said Constitution, and is in violation of the Tenth Amendment which reserves to the States, respectively, or to the people thereof, all powers not delegated to the United States by said Constitution.

Said paragraph (b) of Section 6 purports to authorize said defendant, the Secretary of Agriculture, if and whenever he "has reason to believe that any person is violating any of the provisions" of said Act to serve upon such person a complaint "requiring such person to show cause why an order should not be made directing that all contract markets until further notice of the said Commission refuse all trading privileges thereon to such person."

Such procedure is not due process of law and in this case deprives the plaintiff of its rights and property in violation of the Constitution of the United States and the Amendments thereto, especially of Section 1 of Article III of said Constitution and the Fifth Amendment thereto, in that it authorizes said defendant, the Secretary of Agriculture, for any reason that may occur to him, whether based on anything in the nature of evidence or merely upon gossip and false rumor, to place upon the person proceeded against the burden of affirmatively showing cause why an order should not be entered against him.

Plaintiff charges that said paragraph (b) of Section 6 is also unconstitutional, null and void because no adequate provision is made in said Act or in said Section 6 or in any other section of said act, for a judicial review in a court of law of any such order so entered by said Commission and no protection is afforded any person so proceeded against from irreparable injury which would immediately accrue to it upon the entry of said order.

That said provisions contained in said paragraph (b) of Section 6 purporting to assure to the person against whom any such order may be entered by said Commission the right to a judicial review thereof are further inadequate and do not comply with the requirements of the Constitution of the United States and the Amendments thereto in that under such provision said Circuit Court of Appeals in hearing such petition for review is not authorized under the terms of said Act to hear other or further evidence than that taken under the provisions of said paragraph (b), a transcript of which is to be submitted by the defendant, the Secretary of Agriculture, to said Court of Appeals as aforesaid, and the findings of said Commission as to the facts, if supported by the weight of the evidence which was presented to and admitted by said Commission or its representatives, such as the defendant Lees in this case, are declared by said Act to be conclusive on said court, and the plaintiff charges that such procedure and the statute authorizing the same do not constitute due process of law, and that the making of such findings by an administrative body, such as the Commission above referred to, conclusive in a proceeding authorized ostensibly for a judicial review of any order entered by such administrative body, if such findings are sustained by the weight of the evidence so heard and transmitted by said Commission to said court without the right of the person accused and found guilty by said Commission to introduce further evidence, does not afford such person the kind of judicial review, both of the facts and questions of law pertinent to such proceeding and involved in a proper judicial determination of the guilt or innocence of the person proceeded against as is secured to such person by the Constitution of the United States and the several Amendments thereto.

"Manipulation" Not Defined.—The plaintiff shows that said paragraph (b) of Section 6 of said Act above set forth is on its face so vague, indefinite and uncertain that it cannot have the force or effect of law within the meaning of the Constitution of the United States, and particularly the Fifth Amendment thereof. The purpose of said Grain Futures Act as appears from the terms thereof was to prevent speculation and gambling in grain and sudden and unreasonable fluctuations of the prices thereof alleged to be caused by artificial means such as false or fictitious purchases or sales or contracts therefor or the circulation and dissemination of false and misleading reports as to the amount of such grain on hand or of the sales thereof or of the conditions of the crops and other similar matters. And the plaintiff shows that said paragraph (b) of Section 6 purporting to authorize the investigation by said defendant, the Secretary of Agriculture, of any alleged attempt "to manipulate" the market prices of grain does not specify or define what is meant by such manipulation and does not sufficiently advise those charged with such manipulation of the cause or nature of the accusation brought against them. That such term "to manipulate" is a generic term and is vague, uncertain, and indefinite, having a great variety of meanings.

And the plaintiff avers that to charge any person with attempting "to manipulate" the price of grain does not sufficiently define the nature or cause of such accusation to comply with the requirements of the Constitution of the United States and the amendments thereof, and that any proceeding based upon such a complaint and involving as a possible result thereof penalties and irreparable damage of the character which might accrue from proceedings instituted under said paragraph (b) of Section 6 as elsewhere set forth would not constitute due process of law within the meaning of said Constitution and Amendments.

That while said Section 6 refers to any person who "is attempting to manipulate the market price of any grain in violation of the provisions of Section 5 hereof, or of any of the rules or regulations made pursuant to its requirements," said provision by thus referring to the provisions of Section 5 and to the rules or regulations made pursuant to its requirements, only renders more vague, uncertain and indefinite the nature and cause of any accusation or complaint based thereon.

And the plaintiff shows that Section 5 of said Act so referred to in Section 6, paragraph (b), in no way defines any attempt to manipulate the market price nor does it prohibit such manipulation, and there is no possible manipulation that could be shown to be in violation thereof because Section 5 merely provides for the designation by the Secretary of Agriculture of boards of trade as contract markets when and only when such boards of trade comply with and carry out certain conditions and requirements in said section referred to.

And the plaintiff further shows that the reference aforesaid in said paragraph (b) of Section 6 to "any of the rules or regulations made pursuant to its (the 5th section's) requirements" does not in any way or to any degree render said paragraph (b), Section 6, more certain or definite or in any way define what is meant by said paragraph (b), Section 6, in referring to attempts to manipulate.

And the plaintiff further shows that in the complaint filed as aforesaid by the defendant Secretary of Agriculture above set forth it is in no way charged or stated that the plaintiff is attempting to manipulate the market price of grain in violation of any rule or regulation made pursuant to the requirements of Section 5.

And the plaintiff further charges that said paragraph (b) of Section 6, if it should be construed as authorizing the proceedings therein described against any person for a violation of any rule or regulation adopted pursuant to the requirements of Section 5, would be null and void and unconstitutional as involving an unlawful delegation of legislative power.

Right of Trial by Jury.—And the plaintiff charges that such a proceeding as is provided for in paragraph (b) of Section 6, which may involve such irreparable damage as above set forth to the plaintiff, is in effect a criminal proceeding and that said paragraph (b) of Section 6 is unconstitutional and void and the proceeding instituted, as aforesaid, against the plaintiff is unlawful as being in violation of the Sixth Amendment to the Constitution of the United States in that the plaintiff is not informed of the nature and cause of the accusation brought against it and is deprived of a jury trial.

Not In Power of Congress to Penalize for Inaccurate Reports on Crops.—And the plaintiff further charges that that part of Section 9 of said Act providing that any person who shall knowingly or carelessly deliver for transmission through the mails or in interstate commerce by telegraph, telephone, wireless, or other means of communication, false or misleading or knowingly inaccurate reports concerning crop or market information or conditions that affect or tend to affect the price of grain in interstate commerce, shall be deemed guilty of a misdemeanor and upon conviction thereof, be fined not more than Ten Thousand Dollars or imprisoned for not more than One Year, or both, together with the costs of prosecution, with a violation of which portion of Section 9 the plaintiff is charged in said complaint by said Secretary of Agricutlre as aforesaid, is unconstitutional and void as dealing with matters not within the powers of Congress either under the Commerce or any other clause of the Constitution or the amendments thereto.

And the plaintiff shows that even if it be assumed that the plaintiff did do the acts so charged, it did not constitute interstate commerce or any burden thereon, the transaction consisted of the transfer within the State of Illinois of only approximately 5,000 bushels, which was so small in quantity that any report concerning the same and the character of the grain so transferred could not and did not affect or tend to affect the price of grain in interstate commerce.

And the plaintiff further shows that the charges contained in said complaint relate solely and exclusively to the storage of grain, a matter entirely within the State of Illinois and solely within the regulation of said State; that said charges have no relation to or connection with trading in grain futures, which alone is the subject of said Grain Futures Act; and that the offense, if any, charged in said complaint constitutes an offense against the Warehouse laws of the State of Illinois and does not and could not constitute an offense against said Grain Futures Act or against any law which the Congress of the United States could lawfully and constitutionally enact.

rious reasons and on the various grounds in this bill of complaint set forth, would amount to an unreasonable search and seizure as against the person proceeded against under said paragraph (b) of Section 6, such as the plaintiff in this case, and would deprive such person, including the plaintiff, of the "right of the people to be secure in their persons, houses, papers and effects against unreasonable searches and seizures" in violation of the Constitution and the Amendments thereto, particularly the Fourth Amendment to the Constitution.

Rules of Contract Markets Adopted Under Coercion.—Such rules of said contract markets were adopted by them respectively under coercion of said Secretary of Agriculture and because of the aforesaid provisions of said Grain Futures Act; that notice of any order issued under paragraph (b) of Section 6 would be sent forthwith to the governing boards of said contract markets at the same time that it would be sent to the plaintiff and that the order would be thereupon enforced by said governing boards of said contract markets by expulsion or suspension of membership as aforesaid; there is no provision for a stay of the enforcement of such order by the governing boards of contract markets in the manner aforesaid pending judicial review or pending any proceedings to test the validity of such order or the validity of the statute under which the order may purport to be made.

The rules of the defendant Chicago Board of Trade forbid trading for any person deprived of the privilege of trading under paragraph (b) of Section 6 of said Grain Futures Act; that other exchanges designated as contract markets as aforesaid have similar rules; that said rules are required by the Secretary of Agriculture as a condition to the designation of said exchanges as contract markets under the provisions of said Grain Futures Act.

Plaintiff further prays that a writ of subpoena may issue directed to said W. M. Jardine, as Secretary of Agriculture, said Herbert Hoover, as Secretary of Commerce, said John G. Sargent, as Attorney General, said Fred Lees, as referee designated as aforesaid by said Secretary of Agriculture, and said The Board of Trade of the City of Chicago, commanding them and each of them on a day certain therein named personally to be and appear before this Honorable Court to answer this bill of complaint (but not under oath, answers under oath being hereby expressly waived), and to abide the further order of the court.

ARMOUR GRAIN COMPANY,
By Jno. Kellogg,
President.

Stephen A. Foster,
Karl D. Loos,
Frank E. Harkness,
Attorneys.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Apr. 12-14. National Scalemen's Ass'n at Kansas City, Mo.

April 27-28. Western Grain Dealers Ass'n Fort Des Moines Hotel, Des Moines, Iowa.

May 3-4. Illinois Grain Dealers' Ass'n 34th annual convention, Hotel Jefferson, Peoria, Ill.

May 4-5. Oklahoma Grain Dealers and Millers Ass'ns thirtieth annual convention, Oklahoma City, Okla., Skirvin Hotel.

May 19-20. Millers National Federation "Silver-Jubilee" and "MASS" Convention, Edgewater Beach Hotel, Chicago, Ill.

May 23-24. Texas Grain Dealers Ass'n at Dallas, Tex.

May 30-June 3. American Ass'n of Cereal Chemists, Hotel Fontenelle, Omaha, Neb.

June 9-11. American Feed Manufacturers' Ass'n, French Lick Springs, Indiana.

June 22-23. Ohio Grain Dealers Ass'n forty-eighth annual convention at Hotel Waldorf, Toledo, O.

June 23-25. Southern Seedmen's Ass'n, Nashville, Tenn.

June 27-28. Wholesale Grass Seed Dealers Ass'n at Detroit, Mich.

June 28-30. American Seed Trade Ass'n at Detroit, Mich.

July 25-27. National Hay Ass'n at St. Louis.

Oct. 10-12. Grain Dealers National Ass'n thirty-first annual convention at Hotel Fontenelle, Omaha, Neb.

Oct. 10-12. United States Feed Distributors seventh annual convention at Hotel Fontenelle, Omaha, Neb.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Bushel Weights of Ear Corn?

Grain Dealers Journal: What are the bushel weights of ear corn in the different states and when are the weights changed?

What is the status of the decimal weight law in Congress?—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.

Ans.: The decimal weight bill, altho favored by congressmen, died at the last session, and will be re-introduced. It is also known as the Vestal bill, and is being pushed by the Millers' National Federation.

Bushel weights of ear corn are 70 pounds in all states having any statute governing, with the following exceptions: Indiana, 70 lbs. until Dec. 1, 68 thereafter; Kentucky, 70 lbs. from Nov. 1 to May 1, and 68 lbs. from May 1 to Nov. 1; West Virginia, 68 lbs. in the ear dry, 72 lbs. green; Ohio, 68.

Cost of Transporting Nebraska Wheat to Europe?

Grain Dealers Journal: What does it cost to ship a bushel of wheat from Nebraska to Europe?—J. S. Roberts.

Ans.: The farmer in central Nebraska loads his grain onto the cars, ships it to Chicago—630 miles—at an expense of 22.2 cents a bushel, and transfers it from car to ship at that port. This transfer, the only one necessary with the St. Lawrence open to ocean ships, costs 1.5 cents more. It is then carried by vessel a thousand miles to the port of Buffalo and re-transferred to the cars at a total average cost of 4 cents for lake freight and transfer. Again it is carried by rail, 442 miles, to the port of New York for 9.1 cents, and once more transferred, at a lighterage cost of 1 cent plus any demurrage charges, to an ocean-going carrier. From New York it goes by sea, 3,578 statute miles, to its destination at an average cost of 8 cents.

Cost of Handling Grain?

Grain Dealers Journal: A number of times some years back the Journal published articles covering the cost of handling grain at country elevators, which I remember reading at that time with considerable interest. I would like to have some information relative to this subject at this time.—A. H. Holcomb, Holcomb-Dutton Lumber Co., Sycamore, Ill.

Ans.: On page 106 of the Journal for Jan. 25, 1927, is some up-to-date data on costs of operation of country elevators.

Prof. Green of Kansas gave a valuable study on the cost of operating country elevators before the Kansas Grain Dealers Ass'n, as published in the Journal on page 680, May 25, 1922.

In the Journal for May 10, 1923, we published an interesting address by Harry P. Seward on Reducing Cost of Handling Grain Through Country Elevators."

Storage Contract Allowing Elevator to Ship?

Grain Dealers Journal: We want to get a storage contract which reads that the elevator is allowed to mix stored grain with other stored grain of the same kind and gives the elevator the right to ship out and hedge, as well as stating that the elevator is not responsible for stored grain in case of fire, as we can not carry insurance on grain we do not own.

We understand the supreme court does not allow the storing of grain unless a contract is signed by the farmer and the elevator manager releasing the elevator.—Dave L. Davis, manager Farmers Grain & Supply Co., Linn Grove, Ia.

Ans.: A form of contract that allows the dealer to ship and sell stored wheat as suits the needs of his business is published on page 212 of the Journal for Feb. 25.

The dealer is not responsible for fire destroying stored wheat, in states not requiring him to insure stored wheat. Where the state law says nothing he is not responsible unless he charged for insurance.

Illinois Legislative Com'ite Hearings.

The com'ite of the Illinois Legislature appointed to investigate the Grain Marketing Co. and public warehousing at Chicago held hearings at Chicago Mar. 25, Mar. 31, Apr. 1, and Apr. 8.

The state is interested in the transfer of grain from private to public storage, and from the Armour Grain Co. to the Grain Marketing Co. of rye and wheat alleged to be below the grade certified to by the state's official grain inspectors.

The testimony brot out the fact that the state's grain inspector at the Northwestern Elevator did have a sample of No. 2 rye. The com'ite has failed so far to call this inspector to testify how he got the sample. When asked if the com'ite intended to place the state inspector on the stand Attorney Goldstein, conducting the inquiry for the com'ite, stated that they were trying to locate him.

The entire responsibility for the transfer of the rye screenings rests upon this inspector, apparently. He has not been called upon to explain, as yet, how he obtained his sample. Of course, this man is a state employe, and the com'ite "running this show" as Chairman Curran blithely states, does not declare its purpose to reform the state grain inspection department, nor to draft new laws to govern state grain inspection. Instead, its inquiry is directed to ascertaining facts discreditable to the warehousemen and the Board of Trade, and alleged "evils." It is hoped by the com'ite that this fishing expedition will disclose facts warranting new laws regulating public warehouses and grain weighing.

The com'ite consists of Thos. Curran, Frank Ryan, C. W. Baker, F. McCarthy and J. W. Lee.

The entire first day's proceedings were taken up by the testimony of Harry C. Mallory, who claimed that while he was employed at Elevator "C" No. 4 wheat was transferred from private to public storage as No. 2. As to this John Kellogg, pres. of the Armour Grain Co. issued a statement, saying:

"I have read the testimony of Harry C. Mallory before the Illinois legislative investigating com'ite and I brand the charges he makes as absolutely false and state the Armour Grain Co. has not committed any illegal or improper practices in the operations of its elevators.

"I am going to ask of the Board of Trade of the city of Chicago to make a full investigation of the charges and I will also appear before the legislative com'ite at its next meeting and ask to be heard and present conclusive evidence in contradiction of his statements."

Mr. Kellogg did go into the room where the com'ite held its next hearing, and his attorney, Mr. Reichmann, got on his feet to speak. He made several attempts to talk, but Chairman Curran said, "We are running this show. You cannot talk." Mr. Reichmann after several minutes standing sat down, unable to get in a word.

Testimony at the second session began with Peter M. Cvalinsky testifying that while employed by the Armour Grain Co. he was approached by Frank Crombie, who was drawing a salary as superintendent for the Armour Grain Co. at the time, and introduced to a lawyer named Walsh, representing the Rosenbaum Grain Corporation, who asked him to make an affidavit, which he did, that there was 1,000,000 bus. of low grade wheat in the house when it was transferred to the Grain Marketing Co. The testimony did not show whether this affidavit was used by the Rosenbaum Grain Corporation in the arbitration proceedings befor Arbitrator Brown, nor what was the inducement that led Crombie to procure the making of the affidavit.

Board of Trade Misrepresented by Daily Press.

Secretary Jardine of the Department of Agriculture has characterized as untrue published reports from Washington declaring he had accused the Board of Trade of refusing the government access to records in the Armour grain case.

President John A. Bunnell of the board of trade had wired the Secretary calling attention to the misleading statements published reflecting upon the exchange. Secretary Jardine in reply pledged continued cooperation.

Edward P. McKenna, a director of the exchange, pointed to this as one of several recent instances where sensational reports attacking the board of trade had proved groundless on investigation, and asserted that "ridiculous and misleading statements from an Iowa politician were obviously a part of a carefully planned campaign begun while the Armour-Rosenbaum arbitration proceedings were in progress."

Steps have been taken by Chicago financial interests to determine the motives behind an alleged interview with Benjamin Goldstein, counsel for the legislative committee investigating the Armour-Rosenbaum case in which he was quoted as saying banks had substantially cut down loans on grain warehouse receipts.

Flat denial of the statement was the answer of Chicago banks, which characterized the interview as "entirely without any foundation of fact." Chicago's three largest banks, the Continental and Commercial, the Illinois Merchants, and the First National, issued a joint statement denying loans had been reduced on secured warehouse receipts or that marginal requirements on such loans had been increased.

"In the interest of the grain trade and on behalf of financial interests of Chicago," said the statement, "the undersigned banks emphatically deny the report, which is entirely without any foundation of fact."

President John A. Bunnell of the board of trade declared that such reports border on the malicious and are capable of widespread financial disturbance.

"It would seem to be the peak in a series of sensational and utterly absurd attacks which are injurious to all financial interests in the city," President Bunnell said. "Another glaring example was the recent statement that the Secretary of Agriculture had been refused board of trade records in the Armour case, which report Secretary Jardine promptly branded as untrue.

"Today banks deem the warehouse receipts, bearing the certification of the State of Illinois, first class collateral, the loans running as high as 90 per cent of the market value of grain, which is equal to loans on Liberty bonds and exceeds loans on stock securities. So far as we can determine there has never been a loss of a single dollar on these public warehouse receipts, nor has their integrity ever been questioned."

To the banks and the grain trade many recent stories have been discredited on their face, President Bunnell said, "because of their sheer absurdity." He pointed to the Armour rye case, declaring a study of the report will show the thoroughness of the exchange both in discovering the discrepancy and in bringing the case to trial.

"A state inspector testified he was present and that the grain was not screenings but No. 2 rye," Mr. Bunnell said. "The state inspection is final, and certainly the whole state inspection machinery, which is fully responsible inasmuch as the board's sampling is only supplementary, cannot be accused of aiding in a miscarriage of justice. The fact is that the testimony presented was conflicting and in the judgment of the directors hearing the case was not sufficient to justify conviction.

"Our rules are designed to give justice and we cannot convict or expel on hearsay testimony.

"Nor can the testimony taken by an arbiter acting in a private dispute from a financial standpoint rather than from one of conduct be accepted without review. When this arbiter's findings were announced the exchange at once named an able committee of men long identified with Chicago finance and commerce. This committee has held long daily sessions on nineteen of the twenty-five days since its appointment, taking evidence of over a score of witnesses. While the legislative committee might subpoena witnesses this special committee has jurisdiction only over members. Moreover the highly technical character of the work precludes quick action on such a mass of evidence.

"However, in view of the number already heard, it is reasonable to assume that the end of the early part of the investigation may result in a preliminary report soon. Meantime, opinion might well be reserved. The board of trade has by no means complete supervision over the grain business. The state inspection department and the United States Department of Agriculture are constantly present enforcing rigid laws and inflexible rules. In no single instance has the evidence proved any lapse on the part of the Chicago Board of Trade."

A maritime scene, with a ship in the foreground, painted by T. Bailey, adorns the wall calendar received from the Edward R. Bacon Grain Co. of Chicago. The entire calendar is 2x3 ft. in size. The reproduction of the painting, printed on highly glazed paper, is of unusually realistic coloring, the shadings of light and dark being well blended. The calendar pad is printed in large type figures.

Officers of Kansas Grain Dealers Ass'n.

Left to Right, Directors: C. L. Parker, Topeka; H. B. Wheaton, Hugoton; C. M. Cave, Sublette; Sec'y E. J. Smiley, Topeka; W. W. Lam, Iola; Pres. H. R. Rhodes, Colony.

Hutchinson Meeting of Farmer Grain Dealers.

Hutchinson entertained delegates to the fifteenth annual convention of the Farmers Co-operative Grain Dealers Ass'n of Kansas on March 22, 23, and 24.

J. B. Brown called the first session to order at 7:30 p. m. with nearly 150 managers, directors, and grower-delegates in attendance at the "smoker-session." Dr. Edw. Bridwell gave the invocation. Lacy Rosier welcomed the visitors. M. A. Cummings made the response.

J. W. SHORTHILL, Omaha, in his usual sane manner, discussed phases of price control blunderingly swallowed by the gullible public, proposed by promoters. "There is no such thing as actual and permanent price control," he said.

"The theory of orderly marketing is also impractical," according to this sage, "because grain is not produced nor consumed mathematically. The theory of a seller's market is worthless as the seller can't sell unless there are buyers. The buyers make the market, not the sellers."

Mr. Shorthill did not favor the McNary-Haugen measure, because when studied out, it would provide very little relief, if any. "This is because the farmer himself consumes in various ways more than a third of the annual production of wheat, and a like proportion of other grains. The equalization fee would actually revert back onto the farmer, and, in effect, he would be taxing himself."

The Wednesday morning session was devoted to getting acquainted with the workings of the Hutchinson Board of Trade.

L. A. FITZ, a former Kansan, and member of the Grain Futures Administration, stationed in charge at Chicago, honored speaker of the Wednesday noon luncheon, explained the different types of grain trading and the workings of the department watching the futures trades.

"There is a gross misunderstanding of the functions of the Supervisor," he said. "Our dept. is a fact-finding body. We can not force any action against a trader unless it is shown that he is manipulating the market in such a manner as to be a menace to the people."

Then he went on to show how the statistics were collected, what use was being made of the findings and the permanent good which would come from the work now being done.

CLYDE M. REED, former Public Service Commission chairman, now the chairman of the Trans-Mississippi-Kansas Regional Advisory Board, believes present Kansas grain rates discriminate, but nevertheless carriers are gouging for a bigger slice.

"If the railways can get away with the rate increase they are seeking in Kansas it will cost Kansas seven million dollars per year in increased freight rates.

Managers of various elevators over the state gave their "activities" reports. The largest day's handlings of wheat by any of the member-organizations was 36,965 bus. or 593 loads. One company reported a $1,065,429 volume of business for the year.

E. A. STOKDYK, grain expert from the state department of agriculture, gave a talk on growing better wheat.

"The elevators should curb the paying of full prices for wheat which contains rye or is smutty. By accepting this kind of grain without discrimination they are causing the farmers to become irresponsible in regard to the quality of the crop."

Mr. Stokdyk announced that a number of meetings would be held thruout the state this year in an effort to promote better wheat, free of volunteer rye.

W. J. Kuhrt, ass't marketing economist, U. S. Dept. of Agr., Washington, D. C., followed with his address on what statistics taken of the business conducted in the Northwest grain section show.

J. N. ("Poly") TINCHER, seventh district Congressman, cited the vetoing by President Coolidge as "a great thing for this section of the country.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Sack Handling of Pacific Coast Grain Costs Producers $11,655,000 Annually.

Grain Dealers Journal: The crops of small grains grown on the Pacific Coast that are involved in the bulk handling problem are an average yearly production for the past three years of 167,000,000 bus.

Judging from the proportion of wheat handled at Pacific Coast terminals in bulk as given it is a conservative estimate that on an average approximately 67 per cent, or 111,000,000 bus. of the Pacific Coast yearly grain production during the past two years was handled on the farms in sacks. To sack this amount of grain would require approximately 50,000,000 sacks. If we figure these sacks at the present generally prevailing price of 15 cents each, we have a yearly sack bill for the Pacific Coast farmers of $7,500,000 and twice at ½ cent per sack gives a twine bill of $250,000, or a total of $7,750,000 for sacks and twine.

It was found that the price of the sack during the past 18 years has on an average represented 4.3 per cent of the farm value of the wheat it contained.

From investigations made by the United States department of agriculture of the extra cost of handling sacked grain at the Portland terminal market, together with consideration of data which were obtained by Professor Stirniman of the University of California in his studies of the extra cost of handling grain in sacks at the farm, it would appear that on an average a fair estimate of the loss resulting from handling grain in sacks instead of bulk, including the value of the sack and twine, is about 11.5 cents per bushel for all sacked grain shipped to terminal markets. The grain remaining on the farm or going to local markets, where sacks are retained by the farmer, would not bear quite so great a loss. Making an allowance for grain thus handled it seems safe to assume that 10.5 cents per bushel would be a reasonable estimate of the average loss per bushel on all sacked grain. This would make a gross loss per year on 111,000,000 bus. of $11,655,000. This enormous sum, if expended for building country elevators at shipping points, would build 466 elevators of 50,000 bus. capacity each at the high cost of 50 cents per bushel capacity. Elevators can be built much cheaper than 50 cents per bushel. One of the best authorities that we know of has the following to say about cost of country elevators.

"Country elevators in the Middle West having a capacity from 20,000,000 to 40,000,000 bus. will cost from 20 to 25 cents per bushel of capacity if built of timber and 30 to 40 cents per bushel of capacity if built of steel." (From Ketchum's book "Walls, Bins and Grain Elevators.")

If the amount lost through sack handling as estimated above were invested in such elevators as mentioned by Professor Ketchum it would build country elevator capacity of from 20,000,000 to 58,000,000 bushels per year. If this elevator capacity were judiciously distributed in the Pacific Coast grain producing area in the form of elevators of the right capacity for the amount of grain to be delivered to the various shipping points, it is not extravagant to say that these elevators could handle all of the grain that is now marketed in sacks.

A reasonable question would be: If such enormous savings are possible when farmers are in such distressing conditions financially, why are not elevators built and the savings made? To answer such a question might vary, depending upon its source. To the writer, the following facts are significant. The group to profit most by such a change in grain handling methods would be the farmers who produce the grain, as they would be relieved of the excessive labor and sack costs. The grain dealers, who now own flat warehouses and to whom the farmer sells his grain, would have little or nothing financially to gain by changing to bulk.

Briefly, the grain dealer's view of the situation is about as follows: The sacks system gives the grain dealer a good supplemental business in the sale of sacks and twine. The grain sections are equipped with flat warehouses, which are inexpensive structures compared to bulk elevators. To change to the bulk system would mean the abandoning of the warehouses and the building of elevators. Because of the efficiency and speed of the bulk system profits may be made by handling large quantities of grain at low unit rates.

This discount is at present 4 cents per bushel on bulk wheat in the Pacific Northwest where the price quotations are made basis sacked wheat. It can readily be seen that there is no great incentive for the grain dealers to keep the bulk discount as small as possible. Their financial interest would seem to favor continuing the use of sacks and discouraging the use of the bulk system in the country. Hence the natural tendency is to satisfy the farmer who uses sacks by making the bulk discount as large as possible without arousing too much opposition from the bulk farmers.

When sacked wheat is shipped to European ports, we understand that the only compensation for the sacks is to include the weight of the sack as wheat. Hence, when wheat is worth $1.20 per bushel, a three-quarter pound grain sack would thus bring 1.5 cents. The average value of used sacks to the exporter depends on their condition and probably ranges between one-fourth and one-half the price of new sacks.

Apparently the exporting of bulk wheat in the Pacific Northwest was stimulated by the completion of the three 1,000,000 bushel municipal elevators, one at Seattle in 1916, one at Astoria in 1918, and one at Portland in 1920. The export grain merchants of the Pacific Northwest have been quick to realize and take advantage of the savings possible by shipping export wheat to Europe in bulk. At Portland and Astoria the change from sacks to bulk in foreign export of wheat has taken place in the five crop years 1920 to 1924, as shown in the following table:

	Bushels exported		
	Total.	In bulk.	Pct.
1920	24,731,891	336,000	1.4
1921	35,164,712	2,882,273	8.1
1922	15,432,385	7,696,258	49.9
1923	25,504,432	14,623,414	57.3
1924	12,901,003	12,590,830	97.6

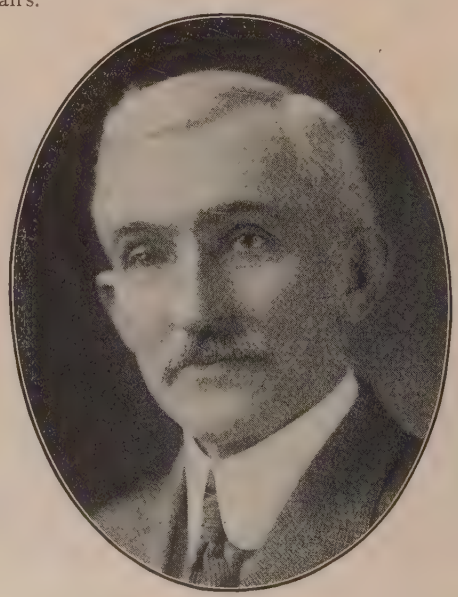
The change from sacks to bulk handling of grain is slowly but surely taking place on the Pacific Coast. The grain trade is gradually turning its attention to the more efficient handling method. It should be borne in mind, however, that the quicker the bulk method is made available at country shipping points, the sooner the grain farmers will profit by a very substantial savings.—Dr. E. N. Bates, Portland office of Grain Investigators, Bureau of Agricultural Economies, U. S. Dept. of Agr.

L. R. Donelson Dead.

L. R. Donelson, Sr., of Memphis, Tenn., died Mar. 20 at the age of 71 years.

Mr. Donelson had been president of the Merchants Exchange at one time, and had been engaged in the milling business, tho more recently in grain and flour brokerage. At the time of his death he was a member of the firm of Donelson & Poston, and formerly of Yates & Donelson.

For years he had been a leader in civic affairs.



L. R. Donelson, Memphis, Tenn., Deceased.

Heating of Damp Grain Due to Micro-Organisms

Grain Dealers Journal: In regard to flax seed charred by heating in bin will say, The spontaneous combustion of various organic materials is a question which has interested scientific investigators for many years and certain of the problems connected therewith have been solved. Others, however, are awaiting solution.

The Bureau of Chemistry is greatly interested in such cases due to the fact that many agricultural products are subject to this possibility. The Bureau is collecting such data from time to time and has made some studies. There is, however, no data available concerning the heating of flaxseed. The heating of flaxseed does not differ essentially from the heating of other products. It is well known that horse manure catches fire and hay often bursts into flame spontaneously. Molasses feed is known to catch fire from time to time.

It seems that there are two types of spontaneous combustion which are fairly distinct. The spontaneous combustion of rags saturated with linseed oil (and to a certain extent other vegetable oils) is largely a chemical one. The rapid oxidation which produces heat takes place under conditions where the evolved heat finds difficulty in escaping. That means the temperature rises locally until the point is reached where smoldering starts if there is a sufficient supply of oxygen.

The other type, such as hay, horse manure and similar phenomena, apparently has to do with micro-organisms. The heating usually starts with the development of mold and then probably other types of micro-organisms add their effect and a high temperature is developed which after other purely chemical activities start, combustion often is made possible. One of the facts that seems fairly well established is that such materials as these, coming within the class which of course would include the flaxseed under discussion, rarely spoil or become heated if the moisture figure is kept sufficiently low. It is the high moisture products that usually go bad.

You can see from this that it is our opinion that this flaxseed was probably rather high in moisture when put in the bin. The chemical changes occurring in this are probably very close to those occurring in such material if it were subjected to a high temperature. It is probable such heating often has caused wood adjacent to it to catch fire. The chemical value of this material is not known to us.

The only outlet that we can think of would be certain feed manufacturers who use charcoal in poultry feeds. They might be interested in the product.—Respectfully, J. K. Haywood, Chief, Miscellaneous Division, Bur. of Chemistry Dept. of Agr., Washington, D. C.

How Shippers Can Assist State Weighing Dept.

[From an Address by State Weighmaster, P. P. Quist, Minneapolis]

It was 26 years yesterday since I became weighmaster at Minneapolis. The law had just gone into effect, which separated the grain inspection and weighing departments from the Governor's office and placed this service under the administration of the Railroad & Warehouse Commission, which under the new law had been elected directly by the people.

Under the old law the Governor appointed the Railroad & Warehouse Commissioners, their term of office being two years. This board supervised the inspection and weighing of grain and appointed the employes with the approval of the Governor. This system worked satisfactorily for some years, until the service was disturbed by political influence. The change of Governor usually meant changes in the grain departments and it was charged that these positions were generally given as rewards for political service rendered, rather than knowledge of grain, and the efficiency of the service suffered accordingly. This condition was responsible for the change in the grain law, which provided for the election of the Railroad & Warehouse Commission for a long term of years.

In reorganizing the grain departments, the newly elected commission adopted the civil service system, and this principle has been practiced ever since. While there have been many changes in the board during these twenty-six years, removal from service has rarely occurred and then only for violation of the rules. Many of the employes have grown gray in the service and their knowledge and carefully trained judgment from years of experience renders their service of inestimable value to the grain trade. This is especially true in the grading of grain.

In accepting the office of State Weighmaster I inherited the stigma, which was attached to the service at the time. It did not take long to convince the grain dealers at the terminal market that politics had now been divorced from the service, but it took years to gain the confidence of the country shippers, due largely to political agitators, who for years kept up attacks on the milling industry, the Chamber of Commerce, and the inspection and weighing service. It is generally true that all public service is subject to more or less criticism.

Twenty-five years ago the terminal elevators were nearly all of wood construction and the scales were built on the curbing, which meant settling or heaving. This condition caused disarrangement of the scales and a constant check was necessary to keep them up to standard.

Flour mills had practically no storage room for the grain that came to Minneapolis, some times at the rate of from one to two thousand cars a day, and as the daily capacity of the mills was only 400 car loads, the balance went to the storage elevators to be drawn upon later as it was needed for grinding. Stored grain was weighed by the state as loaded out and in order to protect themselves against loss of grain in transit it was weighed again when unloaded at the mills. In this cross-town movement of the grain, the weighmaster became practically responsible for the discrepancy above the tolerance between the loading and unloading weights, unless there was evidence of grain having leaked out in transit. Here was no chance to shift the blame for erratic weights to the other party as is so often done where the grain is handled between two different markets. Consequently the weighmaster, in self protection, kept very close check weights.

By adopting the shipping card system a constant check on the scales was possible. In loading a car, a card was tacked on the grain door, on which card was written the loading weight, the number of scale, name of elevator, car initial and date of shipment. When the car arrived at the mill the card was removed and the unloading weight recorded on the same card, also the scale number and name of unloading station. This card was then sent to the weighmaster's office with the weigher's daily report, and the weights were compared. If the difference was more than the tolerance allowed an investigation was made at once.

While weight discrepancies are generally traced to scales, we find that garners, unloading pits and loading spouts are also responsible. This is especially true where loading spouts pass thru storage bins.

Six cars of wheat were loaded out of a Minneapolis elevator and consigned to one of the mills. Each car was short between 600 and 700 lbs. from the weight written on the shipping cards. The weigher telephoned our office stated that cars unloaded prior to the cars in question showed the weight very close, indicating that something was wrong at the elevator. Arrangements were made for a test of the elevator scale. In the meantime six more cars from the same elevator arrived at the mill. Four cars ran short as the day before, but the weights of the last 2 were very close. The test at the elevator proved the scale was correct, pointing to something wrong with the loading spout, which in this case passed thru a storage bin. The bin was found full of grain but had been empty when the first 10 cars were loaded. The bin was emptied at our request and a break was found in loading spout which was responsible for the shortages. In this case settlement between buyer and seller was made on the unloading weight instead of the elevator weight. Without a close check a condition of this kind could have existed for some time without the knowledge of the owners.

I remember a similar case at a country elevator. A shipper called at my office one morning and told me he was shipping wheat to a country mill, which had state weighing service, and was to receive Minneapolis price for the wheat, his elevator being only a few miles from the mill. There was quite a saving in freight by shipping to the mill instead of shipping to Minneapolis. He stated before he made the deal with the mill that he had been shipping to Minneapolis and his weights had always held out, while he was now short several bushels on every car that went to the mill, and said he was convinced that the state weigher short-weighed him and demanded an investigation. In checking our records I found that the mill was also receiving wheat from Minneapolis and that our weights ran very close, which convinced me that the mill scale was all right and that something was wrong with shipper's scale. He said his scale had been tested and knew the trouble was at the mill. Being convinced, however, that the trouble was at his elevator, I told him that I would be at his place the following day with our scale inspector. We proceeded to test the scale and to my surprise we found it true to standard. In testing the wood loading spout, which extended over the house bins clear across the elevator, I found that owing to the settling of the house on one side the joints in the spout had opened and stream of wheat, that had been weighed and was supposed to go to the car, partly went into the house bin, which made the load short the amount of the leakage. There have been no complaints from this shipper since.

Minneapolis, being a milling center, receives a great deal of grain from Kansas City, Omaha and other markets. While these markets had official weighing service there was often considerable difference in weights, which could not be accounted for thru leakage in transit, which indicated that scales or careless handling was responsible and yet it was impossible to place the responsibility, as the trouble was generally blamed on the other market. To overcome this condition, the weigh masters of the different markets met and adopted our shipping card system. One of these markets, which we will call "X," shipped considerable wheat to Minneapolis mills at the time. In comparing the weight reported on the shipping cards from three of their elevators with the unloading weight at the mills, I found the average shrinkage in car from elevator No. 1 to be over 200 lbs. per car, while the average loss from elevator No. 2 was only 115 lbs. per car, and the average shrinkage from No. 3 house was only 85 lbs per car.

It is our practice to return the shipping cards, showing our unloading weight, which gives the weighmaster a chance to check his scales with others. In due time I received a letter from the weighmaster at "X," wherein he stated that seeing the wide spread in weight out of elevator No. 1 he had those scales tested and found them slightly off standard. Without such check how long could a scale be off without the knowledge of the weighmaster? Possibly months, causing disputes between buyers and sellers as well as between different markets.

The adoption of the shipping cards by the leading terminal markets has had a marked effect and grain is now handled between these markets and the Minneapolis flour mills with an average loss of less than 100 lbs. per car.

I checked a recent shipment, involving nearly 300 carloads of wheat, where the difference was only 78 lbs. per car.

This shipping card system, which has proven to be of so much value in handling grain between terminal markets, is of equal benefit to the country shippers in keeping tab on their scales and loading spouts. It is the rule of our weighers to make another examination of the car if there is a discrepancy between the weight on the shipping card and the state weight. Cars will often leak while being bumped around in the railroad yards but will not leak when standing still, and evidence of cars having leaked is often found upon closer examination of the cars.

When there is no shipping card the state weigher has no means of knowing the amount that was loaded into the car and consequently he would not be aware of a shortage. It is evident that an examination made, while the car is still at the elevator and the grain in the scale hopper, is of more value than a special investigation made at the request of the shipper later, when there is nothing to do except to check over the record.

The Minnesota law regarding weight cards reads as follows: "Every shipper of grain shall fasten on the inside of each car shipped by him a card giving the number and initial or other distinctive mark of such car, and the date of such shipment, and the exact weight of the grain in such car as claimed by the shipper. If he fails so to do, the official weight shall be made prima facie evidence of the quantity of grain shipped in such car.' This law, altho of benefit to the shipper is very much disregarded. We find that those shippers who comply with it rarely have trouble as their weights generally come close to ours.

Nearly all of our trouble come from shippers who fail to keep their scales in order, are careless in weighing and loading weight cards. The weights from such elevators are generally erratic, sometimes over and sometimes short. Nothing is said when the cars over-run in weight the amount of a draft, but they are usually very unreasonable when the following car is short.

There has been a decided improvement in grain handling equipment at the terminal markets during the last 25 years. The small plain beam scale, resting on insecure wood foundation, has given way to the 2,000 bu. scale equipped with type register beam and built on solid steel or concrete foundation. With such equipment grain can be and is handled today with a very small shrinkage. We handle thousands of carloads of wheat between the storage elevators and the mills and an average loss of less than one bu. per carload, while 25 years ago three bus. of wheat was not considered an excessive shrinkage. It is not to be expected that grain can be handled that close where the shipper has to weigh in 50 bu. drafts or a 5 bu. automatic scale, while either scale will show correct weight provided they are adjusted right to standard. However, should a hopper scale be off only ten pounds, which is very common, it would mean 200 or 300 lbs. in an ordinary carload and should the automatic scale be off only one lb. per dump, which is also very common, that would produce discrepancies of about 300 lbs. per car.

Our records also show there have been improvements in car conditions. Five years ago 13% of the grain cars arrived in leaky condition, while the year just past only 6% came here in a leaky condition.

In classifying the leaks, they show up as follows: Leaky grain doors, 43%; leaky sides, 34%; leaky ends, 17%, and leaky bottoms, 6%.

If shippers will take more care in coopering the car, keep the scale in good order, exercise care in weighing, place a ticket in the car showing the loading weight as required by the state law, that grain will be handled on much closer basis between country elevators and the terminal markets than it is today.

Competing with modern ways requires up-to-date handling equipment.

Pool Checks Are Small.

With the first interim payment checks it issued, the Saskatchewan Pool sent a letter containing a paragraph which it has cut out of all the letters it has subsequently sent.

This fact directs particular attention to the paragraph in question. It was an explanation of the small size of the payment on the ground that the banking arrangements made by the Pool made it necessary to maintain a margin of 15 per cent between the open market price and the amount advanced to growers. In other words, the Pool can only borrow 85 per cent from the banks.

But the Pool, by this time of the year, has already sold for cash a good deal more than half of all the wheat delivered to it and the proportion on which it is borrowing from the banks must be small. Obviously it is not because of the banking arrangements, but because of the prices realized, that the payment is so small. On second thought this excuse seemed hardly likely to prove convincing and so it was withdrawn.

The paragraph also reminded the members that present prices were around $1.40 and perhaps it was thought better not to fix a figure like this in the mind because of the disappointment that would later be experienced.—*Grain Trade News.*

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Forsythe, Ill., Apr. 5.—Our wheat acreage is away below normal due to poor conditions at seeding time.—A. V. Leach, agt., Evans Elvtr. Co.

Illiopolis, Ill., Apr. 6.—The wheat acreage is smaller than usual. Some of the remaining acreage will be planted to soybeans.—Mansfield-Ford Grain Co.

Harristown, Ill., Apr. 5.—Tho the wheat acreage is small, the crop looks fine. A large acreage is being devoted to oats. Oats sowing is about half completed.—Joe Davis, agt., Beal Grain Co.

Orleans, Ill., Apr. 7.—Wheat is excellent and the acreage is about normal. The season is going to be late on oats. Corn acreage will be normal.—W. A. Kinnett, mgr., Orleans Farmers Grain Co.

Maroa, Ill., Apr. 5.—The wheat acreage is considerably below normal. What didn't get sowed will likely go into soybeans and oats. Some of it will be left in clover.—Tom Wright, McGuire & Wright.

Haynes (Illiopolis p. o.), Ill., Apr. 6.—Wheat acreage is small, due to heavy rains at planting time. Large quantities of oats and soybeans are being sowed.—Warren Haynes, Lewis & Haynes.

Alexander, Ill., Apr. 7.—Wheat prospects are good and the acreage is very nearly normal. Not more than half the oats are sowed. The corn acreage will likely be normal.—Alexander Co-operative Grain Co.

Wickles (Decatur p. o.), Ill., Apr. 5.—Very little wheat was sown here last fall due to the rains. Much of the acreage will be put in soybeans and oats. The corn acreage will be normal.—G. W. Leonard.

Emery (Maroa p. o.), Ill., Apr. 5.—Winter wheat acreage is only about 60 per cent of normal. Much of the area ordinarily sown to wheat will be planted to oats. Corn acreage will be normal.—H. C. Luckenbill, agt., Evans Elvtr. Co.

New Berlin, Ill., Apr. 7.—Wheat is looking good. The acreage is cut about one-half due to the wet fall last year. Oats are not more than 10 per cent planted. The acreage of corn will likely be increased over last year.—J. W. Knust, agt., N. C. Twist Grain Co.

Maxwell (Waverly p. o.), Ill., Apr. 7.—Wheat is showing up good and the acreage is fair, tho a little smaller than last year. Oats acreage will be quite heavy, but not half of it is sown so far. Corn acreage will be about normal.—L. L. Bivin, agt., Central Illinois Grain Co.

Springfield, Ill., Apr. 6.—A synopsis of the weather and crop conditions in Illinois for the week ending Apr. 5 shows snowfall up to two inches in the northern part on Apr. 1, rendering the soil too wet for working. Probably less than one-half of the oats have been seeded. Winter wheat is making satisfactory growth. The soybean acreage has been largely increased. Alfalfa has been killed by heaving. The Illinois, Wabash and Mississippi (from Keokuk to Cairo) rivers are in flood. Damaging hail fell Apr. 4 in the south-central and east-central counties.—Clarence J. Root, Meteorologist.

Decatur, Ill.—Apr. 2.—Wheat fields and the various grasses, which were in the ground all winter look excellent, but April first finds less than one-half of the oats seed in the ground and prospects now are poor for further work. Very little ground destined for corn has been plowed, and while planting time may be extended some 40 to 50 days, the farmer will find himself a lucky person who gets his soil in good condition and seed safely in by the usual time. Ordinary oats are coming forward from farms and local elevators about as fast as needed, but the better grades are sought for. We hear of a few farmers who finally gave up the hope of salvaging the 1926 crop of oats and are burning them in the shocks, to make way for new crop operations.—H. I. Baldwin & Co.

Freeport, Ill., Apr. 4.—No seeding so far; the ground has been wet. We have had frequent rains and some snow. We now need a week of sunshine to permit the seeding of small grain. We expect an increase in the acreage of spring wheat and barley; there will probably be a slight reduction in the oats acreage, but little, if any, change in the amount of corn planted.—H. A. Hillmer.

The Wabash and the east and west forks of the White rivers are continually rising far above flood stage, doing huge damage to crops and causing farmers in lowlands to scurry to safety. At Mt. Carmel, Ill., flood waters of the Wabash recently were close to 9 feet above the flood stage. Breaks in the Ambraw river levee above Vincennes, Ind., are responsible for flooding the town and countryside. The White river arose more than three feet at Petersburg, Ind. Parts of Seymour, Ind., were inundated with five and six feet of flood waters.

Marysville, Kan., Mar. 25.—The condition of the growing wheat crop around here is perfect; acreage is 100 per cent normal.—G. B. Griffiths, mgr., Marshall County Farmers Elvtr. Co.

Kinsley, Kan., Mar. 23.—The present crop, for this time of year, is the finest ever in this vicinity. There is plenty of sub-soil moisture and the wheat is in an unusually fine growth.—Fairchild Feed & Elvtr. Co.

Ashland, Kan., Apr. 6.—Wheat in Clark County could not be in better condition as it now is 100 per cent, with plenty of moisture. Wheat of last year's crop in the Ashland territory tests around 14 to 15 per cent protein; acreage this year is about the same as last.—F. H. Urlin, The Aetna Mills (Larabee Flour Mills Corp.).

Magnet, Neb., Mar. 25.—We are looking for a bumper oats crop this year, as we have plenty of moisture.—T. J. Boedeker, agt., Coleson-Holmquist Co.

Fairbury, Neb., Mar. 25.—Wheat acreage around here is 100 per cent normal and condition equally as good.—David C. Hauck, Scoular-Bishop Grain Co., Kansas City, Mo.

Ragan, Neb., Apr. 7.—Fall wheat here generally good to excellent with sufficient moisture for three or four weeks. Farmers busy sowing oats and barley.—Albert Anderson, Farmers Co-op. Ass'n.

Kremlin, Okla., Mar. 30.—Growing wheat looks fine, plenty of moisture for 20 days' normal acreage.—J. N. Gearheard, mgr., Farmers Elvtr. Co.

Washington, D. C.—Flax production could be increased ten million bushels this year and still be that much short of fulfilling crusher's requirements, was the verdict of a meeting of thirty crushers, manufacturers, and posted representatives of the U. S. Dept. Agr. and some state agricultural colleges.

Winter Wheat Forecast 585 Million Bushels.

Winter Wheat Above Average.

Chicago, April 1. The condition of winter wheat in the last week of March was well above average, the estimate being 87.1% of normal; on April 1 last year the government reported 84.1 and the ten year average is 79.8.

The plant had an unfavorable, late start last fall, the December 1 condition being 81.8 compared with the ten year average December 1 condition of 84.4. But the winter and early spring have been favorable with generally a good supply of moisture, which has improved the prospect. Exception to the generally favorable condition is mainly the area comprising the western third of Kan., eastern Colo., and northwestern Okla.

Abandonment Below Normal.

Early estimates of correspondents indicate that about 6.4% of the planted area will be abandoned, which compares with 7.3% abandoned last year and a ten year average of 12.3. This estimate of abandonment is preliminary but is indicative of the situation. From present indications the area of heaviest abandonment is in the western third of Kansas, the total for that state being estimated at present at 1,316,000 acres, or 11% of the plantings of the state.

Winter Wheat Forecast 585,000,000 Bus.

We interpret the present winter wheat prospects quantitatively as about 585,000,000 bus., the final outturn to exceed this amount if conditions after April 1 be more favorable than average and to fall below this if future conditions be less favorable than average.

The present forecast is equivalent to 14.0 bus. per acre on the planted acreage, which compares with 15.7 bus. produced last year, 10.1 bus. the year before, and a ten year average as 13.1 bus.—Nat. C. Murray, Statist., Clement, Curtis & Co.

Government Crop Report.

Washington, Apr. 8. — The crop reporting board of the U. S. Dept. of Agriculture reports the condition of winter wheat and rye on Apr. 1 to have been as follows:

State.	WINTER WHEAT. Condition April 1.			10-yr.	RYE. Condition April 1.			10-yr.
	'27. Pct.	'26. Pct.	'25. Pct.	av. Pct.	'27. Pct.	'26. Pct.	'25. Pct.	av. Pct.
Mass.	..	..	..	..	..	..	89	93
Conn.	..	..	..	..	..	..	88	91
N. Y.	89	75	85	86	87	90	84	88
N. J.	85	79	88	86	87	92	82	90
Penn.	81	77	85	86	83	85	81	87
Ohio	79	76	61	79	66	84	83	76
Ind.	87	72	72	79	76	88	80	84
Ill.	83	71	87	82	71	87	85	90
Mich.	86	76	85	83	88	87	81	87
Wis.	89	86	79	87	90	90	88	83
Minn.	91	81	81	84	90	89	81	85
Iowa	88	87	86	83	85	93	91	91
Mo.	80	72	86	83	73	87	78	88
N. D.	..	..	..	..	..	83	73	82
S. D.	80	76	80	83	86	83	75	86
Neb.	91	88	66	77	90	90	91	89
Kan.	79	87	63	74	80	83	91	70
Del.	89	85	90	87	90	90	88	90
Md.	83	76	87	85	80	84	84	91
Va.	87	80	86	87	80	87	81	86
W. Va.	83	80	73	84	75	83	83	81
N. C.	91	86	90	89	85	89	88	92
S. C.	84	80	84	83	88	84	82	87
Ga.	81	83	83	82	86	80	83	87
Ky.	90	83	75	82	82	91	86	81
Tenn.	92	84	80	81	86	90	86	80
Ala.	76	81	83	82	84	..	85	82
Miss.	87	88	85	83	84	..	..	..
Ark.	90	87	80	85	85	82	84	82
Okla.	85	90	65	78	82	88	87	71
Tex.	89	93	47	74	85	80	92	46
Mont.	86	85	57	81	93	91	92	80
Idaho	92	96	74	91	91	93	99	88
Wyo.	85	93	85	88	90	85	91	85
Colo.	75	86	87	84	70	79	89	88
N. M.	70	89	56	75	78	70	90	60
Ariz.	95	95	87	91	98	..	..	..
Utah	95	95	91	93	85	95	95	97
Nev.	99	97	92	94	93	..	..	..
Wash.	95	92	28	81	98	93	94	25
Ore.	95	96	55	90	97	100	95	65
Calif.	95	82	80	85	96	..	..	..
Total	84.5	84.1	68.7	79.8	81.8	86.4	80.2	84.0

State.	RYE. 10-yr. av. Pct.
Mass.	93
Conn.	89
N. Y.	89
N. J.	82
Penn.	82
Ohio	75
Ind.	81
Ill.	84
Mich.	88
Wis.	89
Minn.	88
Iowa	90
Mo.	82
N. D.	85
S. D.	85
Neb.	92
Kan.	87
Del.	92
Md.	82
Va.	83
W. Va.	80
N. C.	87
S. C.	89
Ga.	88
Ky.	85
Tenn.	87
Ala.	85
Miss.	..
Ark.	85
Okla.	85
Tex.	80
Mont.	92
Idaho	92
Wyo.	92
Colo.	74
N. M.	62
Ariz.	..
Utah	75
Nev.	..
Wash.	96
Ore.	96
Calif.	..
Total	85.8 86.3

American high protein wheat is said to be needed in Europe for mixing with Argentine wheat, as the latter, while heavy in weight, is deficient in protein. This has brought export buying on the break in Chicago.

The average pounds of wheat ground per barrel of flour during February was 273.5 compared with 279.2 the previous year. But 53.4 per cent of the total capacity was operated in the former period, compared with 50.0 per cent in the latter.

Winter Wheat Conditions Improved.

Chicago, Ill., April 1.—The Snow-Bartlett Frazier April crop report makes condition of winter wheat 85.8 against 84.1 official last year, and a ten year average of about 79.8. Figured on the basis of an average amount of winter-killing, the present condition would forecast a probable crop promise of about 584 million bushels. Last year at this date a similar basis of calculation forecast a crop of about 563 million.

It is too early to yet determine the amount of acreage abandonment, but reports at this date make it very clear that the abandonment will be much less than normal, so that the present suggested crop possibility may be taken as a minimum of the prospect at this time. The average abandonment for ten years has been 12.3 per cent. Last year it was only 5.6 per cent, and apparently this year it may be even less.

This year the condition of wheat has improved 4 points between Dec. 1 and April 1, showing that weather conditions have been very favorable. Last year there was an improvement during the same period of 1.4 points, but a ten year average shows a decline of more than 5 points during the same period. This shows for two years in succession a very favorable winter season.

Present returns show a marked improvement in wheat prospects since Dec. 1 in the Ohio and Missouri valleys, as well as in Oklahoma, Texas and Nebraska. In the west half of Kansas, however, the season was dry last Fall and early Winter, and in many districts the rains came too late to properly start the crop. For this reason there are considerable areas in western Kansas where the prospect is doubtful, and some territory where the acreage seeded to wheat will be replanted to spring crops. As a whole, Kansas does not now promise as well as a year ago at this time.

Present moisture supply, both surface and subsurface, is generally good over the whole belt, except in some parts of western Kansas.

Optimistic April First Crop Report.

Chicago, Ill., April 1.—April 1st condition of winter wheat is 85.2% of normal, compared with 84.1 last April and a 10-year average of 79.8. This is the highest since April, 1921, when it was 91. The yield per acre in 1921 was slightly more than one bushel below the present ten-year average of 14.9 bus. We expect an official figure of around 87%.

Abandonment now looks well below average, but with average weather from now until May 1st (the official date for estimating abandonment), average loss of acreage may be more nearly approached. On the basis of average abandonment condition of 85.2% suggests a probable crop of 576,000,000 bus.

A fairly good to very good condition is reported nearly general except in western Kansas and some nearby areas, where it is quite poor. In part, a good supply of moisture explains the good condition reported. Good conditions in the far northwest and California are especially noted. Texas speaks of too luxuriant a growth. Early spring-forcing weather has given unusual spring growth generally and may lead to a mistaken idea of health. A continuation of early spring would, we believe, be more detrimental than otherwise, especially in the soft red wheat areas. The small plant at the beginning of the growing season, due to a wet fall and late planting, should not be forced too rapidly. An excess of moisture in the latter territory is decidedly undesirable.

Ohio insect specialists report some prospect of Hessian fly damage, particularly in the west-central part. A dozen counties west of Columbus were rather badly infested last fall and volunteer wheat is plentiful because the late, wet fall shattered grain.

In the heart of Oklahoma's production, in Woods, Alfalfa, Grant, Kay, Garfield, Noble and Payne Counties, there also is quite a heavy fly infestation.

The above points are mentioned to direct attention to possible points of deterioration, and in spite of them a fairly good crop seems to be promised.

Rye condition is 83.4% of normal. Last year it was 80.2. The 10-year average is 88. Most reporters say there is still too much winter to get an accurate idea. A crop of 44,500,000 bus. is suggested, based on a winter loss of 180,000 acres.—R. O. Cromwell, statist, Lamson Bros. & Co.

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, as compared with March, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	418,769	125,605	133,735	486,746
Chicago	7,791,000	7,876,000	2,763,000	2,621,000
Cincinnati	580,800	679,600	488,600	578,200
Duluth	3,386	10,477	.....	.....
Fort Worth	541,500	390,000	99,000	156,000
Hutchinson	83,650	101,250	.....	.....
Indianapolis	1,996,000	1,184,000	1,681,000	919,000
Kansas City	949,500	1,775,000	555,000	718,750
Milwaukee	552,040	602,740	515,718	399,354
Minneapolis	638,440	890,880	969,300	579,350
Montreal	40,773	136,650	.....	6,760
New Orleans	276,362	111,100	376,633	635,847
New York	214,500	94,500	90,000	43,000
Omaha	1,398,600	1,951,600	1,310,400	1,530,200
Philadelphia	83,044	43,793	.....	100,407
Portland	171,000	66,000	.....	.....
St. Joseph	504,000	945,000	421,500	678,000
St. Louis	1,727,600	2,114,000	916,800	1,266,000
San Francisco	60,000	85,750	.....	.....
Superior	7,878	14,231	.....	.....
Toledo	323,750	381,250	258,345	347,920
Wichita	32,400	196,800	10,800	168,400

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, as compared with March, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	47,131	541,546	181,797	657,667
Chicago	506,000	532,000	241,000	257,000
Cincinnati	2,800	4,200	.....	.....
Duluth	101,140	33,057	90,000	15,760
Fort Worth	145,600	8,000	52,800	3,200
Galveston	.....	.....	160,000	.....
Hutchinson	7,500	.....	.....	.....
Kansas City	8,400	21,000	.....	3,900
Milwaukee	723,760	820,040	164,091	126,425
Minneapolis	713,930	1,267,500	842,580	1,476,490
Montreal	55,824	106,607	.....	1,812
New Orleans	1,600	.....	.....	.....
New York	759,900	1,251,200	1,657,000	1,204,000
Omaha	4,800	14,400	25,600	8,000
Philadelphia	6,402	43,046	26,679	85,390
Portland	16,000	30,400	.....	46,667
St. Joseph	1,750	.....	.....	.....
St. Louis	11,200	44,200	4,800	40,000
San Francisco	1,544,000	671,417	.....	.....
Superior	113,436	32,431	82,431	15,760
Toledo	4,800	1,200	.....	.....
Wichita	1,200	1,200	.....	1,200

Northwest Favored With Moisture.

Minneapolis, Minn., Apr. 6.—The general soil conditions thruout the Northwest, at this time, are very much better than a year ago. Our first 1926 report stated a number of large districts were extremely dry, and that there was quite a deficiency of sub-soil moisture.

Last fall there were good rains in many of the dry districts, and during the past six weeks, there has also been rain and snow. There is sufficient moisture in all parts of the Northwest, to germinate the small grain crops. There is still a deficiency of sub-soil moisture in parts of South Dakota and North Dakota, but with normal spring rains, good crops can be produced.

In South Dakota and Minnesota, some wheat was seeded two weeks ago. Since that time, cold weather and rains have delayed farm work. There are a few places in South Dakota, where probably fifty per cent of wheat seeding has been accomplished. Very little has been done in North Dakota and Montana, as the weather has been too cold.

It is too early to judge the acreage of small grain. Our reports, however, indicate a tendency, in a number of places, to sow less spring wheat and replace it with feed grains. In the heavier wheat districts, farmers show a desire to increase durum, but good seed is difficult to obtain, and this may affect any increase in durum.

At some places, farmers are having difficulty in obtaining seed, owing to a shortage of money. The percentage, in this condition, is apparently small. We believe the campaign of education for good seed, and the treatment of smut, has done a considerable amount of good. Farmers are realizing that good quality of grain means better prices. In many places, seed has become so badly mixed, that even though good yields were produced, the net results were unsatisfactory, because of low prices obtained for the mixed grain.

It is too early to judge the condition of winter rye in the Northwest. In Montana, winter wheat is reported generally good, although a little early to know definitely.

Farmers are feeling quite optimistic over the crop prospects, probably due to the fine condition of the soil at this time, as at a number of places, there is more moisture than for several years.—W. G. Hudson, the Van Dusen Harrington Co.

Eastern Cotton Oil Co., Hartford. N. C., shipped 50 bags of adulterated and misbranded cottonseed meal into Delaware. On June 7, 1926, claimant paid costs and executed a $200 bond.

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, as compared with March, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	61,559	80,855	25,100	82,804
Chicago	3,515,000	2,666,000	2,054,000	3,437,000
Cincinnati	324,000	346,000	344,000	258,000
Duluth	24,121	492,393	175,120	13,206
Fort Worth	198,000	298,000	268,000	278,000
Hutchinson	5,000	9,000	.....	.....
Indianapolis	656,000	584,000	724,000	714,000
Kansas City	290,000	397,800	376,000	924,000
Milwaukee	739,440	824,680	578,916	653,650
Minneapolis	941,930	1,717,810	3,613,176	2,477,930
Montreal	258,252	427,534	.....	37,839
New Orleans	96,000	76,000	106,486	23,268
New York	540,000	1,254,000	204,000	1,228,000
Omaha	502,000	494,000	1,228,000	1,220,000
Philadelphia	112,432	403,439	.....	270,257
Portland	120,000	155,000	27,763	7,132
St. Joseph	128,000	250,000	14,000	102,000
St. Louis	1,750,000	2,878,000	1,724,000	2,588,000
San Francisco	48,000	121,125	.....	.....
Superior	31,016	90,697	215,258	38,972
Toledo	420,250	434,600	810,815	652,965
Wichita	31,500	16,500	22,500	16,500

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, as compared with March, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	169,835	3,363	76,015	42,857
Chicago	114,000	107,000	118,000	10,000
Cincinnati	11,200	7,000	4,200	2,800
Duluth	900,333	418,957	.....	267,583
Fort Worth	4,500	.....	.....	1,500
Indianapolis	3,200	.....	1,600	.....
Kansas City	24,000	12,100	31,500	29,700
Milwaukee	106,125	35,375	40,134	47,669
Minneapolis	174,100	397,510	245,940	151,880
Montreal	1,600	.....	.....	.....
New Orleans	52,386	.....	85,714	.....
New York	891,000	591,000	1,446,000	591,000
Omaha	32,200	40,600	26,600	36,400
Philadelphia	9,963	19,466	.....	21,428
Portland	4,500	.....	.....	.....
St. Louis	78,000	13,000	35,100	1,300
Superior	547,045	269,989	.....	91,235
Toledo	30,000	9,600	15,080	14,255

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lanesville, Ill., Apr. 6.—Quite a little corn is still back in the country and is gradually moving to market.—H. E. Pickrell, agt., Mansfield-Ford Grain Co.

Ragan, Neb., April 7.—A number of cars of shelled corn have been shipped into Ragan and Harlan county and have been distributed among the farmers in 50 and 100 bus. lots for feeding purposes. Also oats and hay have been shipped in.—Albert Anderson, mgr., Farmers Co-op. Ass'n.

Fort Worth, Tex.—Shipments and receipts of grains, sorghums, hays, seeds, etc., during March, 1927, were the heaviest for that month on record. All inspections totaled 3,236 cars, compared with 2,701 the previous month and 2,192 cars during March, 1926.—V. L. Nigh, chief inspector, Fort Worth Grain & Cotton Exchange.

Freeport, Ill., Apr. 4.—Grain trade has been very light. We have shipped in quite a lot of Iowa corn and some old corn from downstate. The demand from feeders has been very good and still continues. In the southern part of our county, where feeding is not carried on very extensively, farmers are carrying good stocks of corn and oats. These supplies will come to market very slowly, unless there should be a decided advance in values.—H. A. Hillmer.

Fort Worth, Tex.—The fiscal year 1926 shows the greatest number of cars inspected in one year, being 398 cars more than were inspected in 1924, which was the former record. The greatest gain in a single commodity was in wheat, with a slight increase in threshed grain sorghums. There was a little more rye inspected here this year than in past years, but the other grains hardly held up to an average of the past two years, with the heaviest decline in the feed commodities, heads, hay and snapped corn. Cane seed receipts were much lower, also.—V. L. Nigh, chief inspector, Fort Worth Grain & Cotton Exchange.

Flax Conditions the World Over.

Minneapolis, Minn., April 2.—The International Institute of Agriculture at Rome estimates the world flax crop, 1926-1927, at 147,481,000 bus. as against 161,105,000 bus. a year ago. The past year's reduction was largely in the Argentine, U. S. and Canada.

The war in China has seriously affected supplies of Oriental oils and has been reflected in sharply advancing prices. Shipments from India are small and offerings light. Indications point toward a steady consumption of Argentine flax. —Archer-Daniels-Midland Co.

Wisconsin Experiment Ass'n marketed better than a million dollars worth of seeds during the winter season just closed. The organization inspects and markets the seed produced by the members of this 26-year old institution gratis.

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, as compared with March, 1926, in bushels, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
Baltimore	1,967,327	769,009	1,967,740	947,325
Chicago	1,515,000	849,000	1,016,000	2,498,000
Cincinnati	211,400	170,800	338,800	224,000
Duluth	2,329,970	1,735,323	965,964	954,216
Fort Worth	1,260,800	277,200	501,200	355,600
Galveston	.....	.....	1,858,235	.....
Houston	.....	.....	104,000	.....
Hutchinson	1,132,650	565,650	.....	.....
Indianapolis	216,000	159,000	332,000	49,000
Kansas City	3,630,200	1,929,150	3,834,600	1,688,850
Milwaukee	170,800	211,400	36,954	180,720
Minneapolis	5,170,870	6,010,490	2,601,450	4,166,120
Montreal	433,481	458,417	.....	6,250
New Orleans	535,508	2,800	398,940	71,183
New York	4,655,000	381,360	5,443,000	3,983,000
Omaha	970,200	987,000	891,800	827,400
Philadelphia	1,639,618	1,122,574	1,468,226	1,690,722
Portland	1,388,650	1,028,200	1,008,462	1,170,245
St. Joseph	428,400	546,000	84,000	100,800
St. Louis	1,958,600	1,842,400	1,785,000	1,737,400
San Francisco	190,600	107,800	.....	.....
Superior	1,422,025	736,988	795,258	593,218
Toledo	1,026,200	450,800	580,755	581,755
Wichita	1,183,950	512,450	831,600	506,250

Speculative Transactions in 1926 May Wheat Future

In Department Bulletin No. 1479, issued March, 1927, the Grain Futures Administration of the U. S. Dept. of Agriculture has made public a mass of statistics, tabulated, and charted, to explain the operations of both large and small traders in Chicago May wheat for 1926, the facts being set out in such detail that any student can draw his own conclusions therefrom.

Analysis of the trading proves that there is no manipulation of the price of wheat. For example, the eight largest traders were long their maximum quantity of over 20,000,000 bus. just when wheat was at its top of above $1.80. As disproving the charge of manipulation these 8 heavy traders remained long for 60 days during January and February and all that time the price of wheat was steadily declining. The big traders did not sell out completely until the price had dropped to $1.60.

To make good the allegation of the Cappers and Tinchers who were behind the enactment of the Grain Futures Act the government's figures should have shown that the big traders were short and pounding the market with heavy short sales during the decline. The reverse is true.

During four different weeks from the middle of September to the middle of April the Big Eight got on the short side of the market. They invariably did so AFTER a drop in the market. And just as invariably the price advanced after they had sold short. In other words, the Big Eight did not control the price. If they sold short they bought in several days later at a loss. During the hours of the day that the Big Eight were buying heavily the price did advance, but the advance stopped when their buying stopped. In other words, the Big Eight were not able to make a market to sell on.

The movement of the price in the same direction as the buying or selling orders of the Big Eight may be accounted for by their purchases or sales being in accord with the news of the day, and prices may have advanced more because the news was bullish than because the Big Eight were buying. The Government Bulletin, however, ignores the news of the day as having any effect on the price.

The following is quoted from the authors of the Bulletin, J. W. T. Duvel and G. Wright Hoffman:

SUMMARY AND CONCLUSIONS.

When the trading of the 8 largest speculators in the 1926 May wheat future on the Chicago Board of Trade is compared with price changes, it directly relates to the movements in price. This is true whether considered within the trading day, from one trading day to the next, or for the course of trading over a longer period of time. The larger the net trading or net position of individual speculators, the more certain it becomes that the trading will directly influence prices. In contrast, futures prices generally move in the opposite direction to the "operations" of the small and medium-sized "general public" trader. This likewise is true within an individual day, from one day to the next and over longer periods of time.

In considering the significance of the relation which these groups bear to the price, the natural inference is that the large trader is generally right and the small or medium-sized trader is generally wrong in his market operations. In the absence of specific purchase and sales prices for the trading of each group so that an actual measure of their profit or loss could be made, this conclusion cannot be definitely demonstrated. If, for example, the relationship between the purchases and sales of large traders were so perfect that the price moved up and down in exact proportion to their market position, they would financially always "break even." In actual practice this is of course not the case. On some days they do not change their position while the price moves up or down. On days on which they do change their position, some are changes to an unusual extent and effect the price, while others are small and show no consistent effect.

An outstanding observation that can be made is that the volume of purchases or sales is not in itself an adequate explanation for price movements. It has often been said by adverse critics of exchanges that speculators short-selling millions of bushels of grain permanently depress the price. The proponents of organized speculation have answered that this could not be since these same short sellers must later buy to an equal extent. Both arguments have very little merit. For every sale, there must at the same extent be a purchase; for sales in large volume, there must at the same extent be purchases in equally large volume. If, therefore, either buying or selling in itself were an adequate explanation of price changes, the price obviously would never move up or down.

The information already presented indicates that the manner in which sales or purchases are made rather than mere quantity, vitally affects the course of prices. There is a vast difference between selling 5,000,000 bushels of wheat futures during the course of one day and the same operation spread over several days.

Opinions regarding supply and demand determine prices in grain-future markets as in any other market. On the side of supply there are opinions of existing supplies of grain and these are fairly accurately grounded in fact. There are also opinions as to the future or potential supplies both of grain and of grain futures. On the side of demand opinions regarding the usual factors of foreign and domestic purchasing power, changing tastes for alternative foods and substitutes, together with opinions regarding probable purchases of grain futures, are the factors of importance.

Of these factors the most difficult to estimate even roughly are those relating to probable sales or purchases of grain futures. The supply of a particular grain future which may be offered on the market at any moment, without any possible way of predicting it, is practically unlimited. There is no direct relationship whatever other than for a short period during the current delivery month, between the supply of actual grain available for the market and the supply of grain futures which may be sold. Likewise, there is no direct relationship between the demand for actual grain and the volume of buying which may at any time enter the futures market. In this respect the buying and selling of futures differs in degree at least from the purchase and sale of actual grain. In the latter case the total supply is limited by the actual stock times the rapidity of turnover; in grain futures the "stock" may be any amount and the rapidity of turnover very high.

It is because of this lack of any natural limit to futures trading growing out of the needs of commerce in the merchandizing of any given crop that it is subject so often to abuse. Information already presented shows that the futures price moves with the net purchases and sales of a few leading speculators. The reason why the price so moves is because large amounts are bought or sold at a single time followed by additional large units. There is apparently no limit to the volume of buying or to the volume of selling and as a result market resistance or support weakens.

The remedy for this condition has already been suggested in an earlier report of the Grain Futures Administration on "Fluctuations in wheat futures." Some limitation on the size of lines long or short and upon the extent to which an individual speculator may buy or sell within the limits of a trading day is necessary. In addition it seems advisable to place some limitation upon the extent to which prices of grain futures may fluctuate within a single day. These conclusions are based on the assumption (1) that the grain trade and the farmers desire a greater degree of price stability than now exists and (2) that supply and demand factors growing out of actual grain conditions should have a relatively greater, and futures trading of itself a relatively lesser importance in determining grain prices.

The operations on the part of large speculators were on a larger scale in the 1926 May wheat future than in the 1925 future. Had the public participated in the 1926 May to the same reckless degree as in the 1925 May, there is every reason to believe price fluctuations would have been equally as wide or possibly wider in extent.

The results of this study confirm and strengthen the conclusions presented in the previous report, and the recommendations based on the earlier investigation are even more applicable to this bulletin in the light of the facts here set forth. These recommendations are as follows:

A limitation of some kind on the size of lines, long or short, and especially on the extent of buying or selling within a day by speculative traders seems inevitable if there is to be eliminated from the market those hazards which are so unmistakably reflected as existing whenever excessively large lines are held by individuals.

It is believed than an effective limitation upon the trading operations of large speculators would prevent at the outset the accumulation of a "line" of excessive proportions either long or short. In addition, it should tend to insure a more gradual accumulation or liquidation and thus make for greater stability of prices and more orderly price movements. This will be necessary if the futures market shall best serve hedger and others who have need of it in the process of moving grain from the farms of this country to the consumers of this and other countries.

* * * Attention may be directed once more to the arbitrary limitations upon unnatural price fluctuations. This is just one more means to discourage harmful practices and prevent erratic fluctuations. Any and all such limitations are in themselves artificial and unnatural, of course, but in dealing with unnatural and artificial means to move prices out of their normal course, we may be justified perhaps in using artificial and more or less arbitrary means by which to keep them within the reasonable bounds of natural movement as governed by the legitimate forces of supply and demand.

Both of these are problems which should be solved by the exchanges themselves. But whatever the solution it is evident that large trading operations obviously designed to influence prices, and especially operations which involve heavy swings at frequent intervals from one side of the market to the other have neither economic nor moral justification. It seems equally true that a futures market in which an individual trader may buy or sell within a single

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

	Mar. 25.	Mar. 26.	Mar. 28.	Mar. 29.	Mar. 30.	Mar. 31.	April 1.	April 2.	April 4.	April 5.	April 6.	April 7.	April 8.	April 9.
WHEAT														
Chicago	133⅞	134¾	133⅝	134½	133¾	134	134	135	134	134¼	135½	134⅝	134½	132⅝
Kansas City (new)	125⅝	126¾	126	126⅝	126⅛	126⅛	126⅛	127	126⅝	126½	127½	126½	126½	125⅛
St. Louis (red winter)	129¼	130½	129	130½	129½	129½	129½	130	129½	129¼	130¾	130	129¾	128
Minnneapolis	132¼	133⅜	131⅞	132⅞	131⅞	132¼	132⅞	133⅜	132¼	132¾	133¾	133	132⅞	131⅜
New York (domestic)	136⅜	137¼	135⅞	137	136¼	136½	136¾	137⅝	136⅞	137¼	138⅛	137¼	136⅞	135¼
Duluth (durum)	141⅞	143½	141¾	142¼	142	142⅝	145	145⅛	144½	144⅜	146½	145⅝	145⅝	143¾
Winnipeg	139⅛	140	139⅛	140⅛	139⅞	140¼	140⅜	141	140¼	140¾	141½	140⅞	140¾	139⅜
Milwaukee	134	134¾	133¾	134⅝	133¾	134	134¼	135	134⅛	134⅜	135⅝	134¾	134⅝	.....
CORN														
Chicago	72⅛	71⅞	71¾	72⅜	72⅛	72¼	72⅝	72½	72⅜	72⅝	74⅛	73½	73⅞	72⅝
Kansas City	71⅜	71½	71⅜	72¼	72	72½	72¾	72¾	72⅝	72⅞	74	73⅞	73¼	72⅝
St. Louis (new)	76	76	75½	76½	76⅜	76	76½	76½	76¼	76⅜	77½	77⅛	77⅝	77
Milwaukee	72¼	72⅛	71¾	72⅜	72¼	72¼	72⅝	72⅝	72½	72¾	74¼	73⅝	74	....
OATS														
Chicago	43⅝	43¾	43⅝	44⅛	43¾	44⅛	43⅞	43⅞	44	44	44½	44⅛	44	43¾
Kansas City	41½	42	42	42¼	42¼	42⅜	42⅜	42⅜	42⅜	42⅜	42⅝	42⅝	42⅝	....
Minneapolis	41¼	41⅞	41¾	42⅜	42¼	42¾	42⅝	42½	42⅜	42⅜	42⅝	42⅜	42⅜	42¼
Winnipeg	54½	55	55	55⅜	55⅝	55⅝	55¾	56	55½	55⅞	56⅜	55⅞	56⅛	55⅝
Milwaukee	43½	43¾	43⅝	44⅛	43⅞	44⅛	44	43⅞	44	44	44½	44⅛	44	....
RYE														
Chicago	99⅜	101	100⅛	101⅜	100⅞	101⅝	103⅛	103½	102½	103⅜	104⅞	103¾	103¼	102
Minneapolis	93	94¾	93⅝	94¾	94	94½	96¼	96⅜	95⅝	96⅝	97⅞	96½	96⅜	94¾
Duluth	96⅞	98¾	97½	98⅜	98⅛	98¾	100⅜	100½	99⅞	100⅞	102⅛	100⅝	100⅛	98¾
Winnipeg	54½	55	55	55⅜	55⅝	55⅝	102⅜	103½	101⅞	102⅞	103⅞	102⅝	102⅞	101
BARLEY														
Minneapolis	68¾	69	68¾	69⅞	70	70⅜	70¾	72⅛	71⅝	71⅞	72⅞	72⅜	72¾	72⅞
Winnipeg	73¾	74¼	73⅜	73¾	74¾	74⅞	75⅝	76⅛	75¾	76¼	76⅞	76¼	77¼	77⅜

trading day a quantity equivalent to 10 or 12 per cent of the total trading for the day in the dominant future is not a market based on the supply of or the demand for actual grain.

The price stability that the authors assume the grain trade and the farmers desire certainly could be accomplished by the means suggested by the authors of limiting the range of the daily movement of prices and limiting the amount any individual could purchase; but the authors have failed to consider the terrible price the farmers would pay for such stability. With speculation so regulated out of existence the markets would become dead and prices would drag down to such a low level that grain growing would become unprofitable.

If by killing speculation the government succeeded in driving down the price of wheat 25 cents per bushel and keeping it down the government regulation would cost 25 cents per bushel on the entire crop of wheat sold, equivalent to a loss of $208,000,000 on the crop of 832,000,000 bus. in 1926. By killing speculation in corn by limiting the trade the government could similarly force down the price of corn 10 cents per bushel, amounting to $264,000,000 on the 2,646,000,000 bus. crop of 1926.

Are the farmers willing to lose $472,000,000 a year for the sake of so-called "stabilized" markets?

Canada is a surplus wheat producing country and by all accounts wheat ought to be cheaper in Winnipeg than in Chicago. Yet on Apr. 5, Winnipeg July wheat closed at $1.38 and Chicago July wheat at $1.29¼.

It may be said that Winnipeg is a spring wheat market and spring wheat is more valuable than winter wheat deliverable on Chicago futures; but Minneapolis is a spring wheat market and Minneapolis July wheat closed Apr. 5 at $1.33¾, or 4¼ cents under Winnipeg, Minneapolis also being a "contract" market under the Federal Government.

In Winnipeg speculation is unrestrained by tax or spying on operations, while in Chicago we have a tax on every trade and an administration with a staff of employes to keep the pits under observation. It is fair presumption that if the Grain Futures Act were repealed the price of wheat in Chicago would rise to a level with that in Winnipeg.

Exceptional Program for Western Grain Dealers Ass'n.

The program to be presented delegates attending the twenty-seventh annual convention of the Western Grain Dealers Ass'n, to be held at the Fort Des Moines Hotel, Des Moines, Iowa, on April 27-28, is exceptionally meritorious of a large attendance, which will unquestionably turn out for the occasion.

The program follows:

Wednesday, 10:00 A. M.

Community Singing.
Address of Welcome—Mr. Joel Tuttle, Secretary Chamber of Commerce, Des Moines, Iowa.
President's Address—Clifford C. Belz, President, Conrad, Iowa.
Secretary-Treasurer's Report—David O. Milligan, Secretary and Treasurer, Des Moines, Iowa.

Wednesday, 2:00 P. M.

Farm Relief Legislation — C. D. Sturtevant, President Grain Dealers National Ass'n.
Lessons from the Folger Case—C. W. Pitts, Attorney, Alton, Iowa.
General Discussion on Hedging and Its Problems—Community Service—Storage of Grain.

Thursday, 10:00 A. M.

Federal Bill No. S 5696 and Its Application—R. T. Miles, in charge or field headquarters.
General Discussion.
Local Group Meetings—J. Clyde Smith, Grundy Center, Iowa.
General Discussion on Group Meetings, Federal Grades, Elevator Fire Hazards, Rules in Effect at Terminal Markets Unfavorable to Country Shippers.

Thursday, 2:00 P. M.

Riverside Storage Elevators and Farm Relief—Hon. H. W. Seaman, Clinton, Iowa.
General Discussion on Feed Grinding, Side Lines.
Reports of Committees.
Election of Officers.

Thursday, 7:30 P. M.

Banquet and Music.
Address—Captain O'Hay, Hero Richard Harding Davis Novel, "Soldier of Fortune."

Captain O'Hay was the banquet speaker of the National Grain Dealers Convention at Buffalo and was the most enjoyed part of the entire convention program. His humor makes men "think and laugh."

"Combine" Harvester Problem.

BY DAVID G. PAGE, TOPEKA, KAN., BEFORE KANSAS GRAIN DEALERS ASS'N AT TOPEKA.

These machines are going to make more business for the members of the Kansas Grain Dealers Ass'n. They will make more business for the millers of Kansas. I think I may say without exaggeration that the importers of wheat and flour on the Continent of Europe, in the United Kingdom, and in other parts of the world are going to find reason for turning more and more to us for supplies because of the fact that the "combines" are being used so widely in Kansas. These machines, as you know, promote economy in wheat production. This means that we are going to improve our ability to compete with the world in the production of wheat and flour.

Sec'y Mohler of the Kansas State Board of Agriculture, in an excellent survey of the use of these machines in Kansas, reported that 8,274 were employed on the 1926 harvest. The number of these machines increased by 2,865 in the state last year. Record sales are now being made by the manufacturers. About 50,000,000 bushels of the 1926 crop were harvested and threshed with these machines.

Bear in mind this statement from Mohler's report on the "combines":

"It is not unreasonable to assume that two or even three times as many 'combines' could find a place in the sun of a Kansas harvest."

The cost of gathering the crop with the "combines" varies, but there is no question about the great saving which they make possible in harvesting expenses. One producer reported on the 1926 crop that his average cost with the "combine" was as low as a cent a bushel and that his average since 1922 was about 3½c a bushel. Under the old methods, which required far more harvest hands, this same producer placed the average at 15c to 25c a bushel. With such a saving made possible, Kansas farmers have reason for serving notice on the world that, as factors in wheat growing and marketing, they are ready to climb to a new mark.

"With the reduction in man-power and with increased efficiency possible in handling large scale operations," we are authoritatively told, "the field is opened for quantity wheat production on acreage still covered with native sod in Kansas."

Wet seasons retard harvesting with the "combines" and may force a temporary return to the binders. There are probably thousands of binders and headers that are in a state of semi-dilapidation that with a little attention and repair now would provide good insurance against an unusual wet harvest period, but farmers with two quite successful seasons back of them and with a busy harvest period ahead of them will be little likely to pay much attention to any warning until too late.

The rapidity with which wheat is harvested and threshed with these machines with favorable weather resulted last year in the largest rush of wheat marketward in history. New records for wheat receipts in a day, a week and a month were marked up last year by the terminals handling Kansas wheat, altho the crop was exceeded in size by two other harvests. The tremendous rush of wheat from the 1926 harvest with the unprecedented number of combines in use is too fresh in our minds to require elaboration, or to justify the presentation of statistics. But we must focus attention upon this rush in order to assure the earliest possible solution of the problem of the "combines."

When farmers rush their wheat or any other crop to market within a brief period on a scale never before witnessed, it follows that they intensify pressure on prices. They force country grain dealers, millers and others to absorb more wheat than ever by such marketing. Fortunately, on the last crop, when the "combines" brought a movement which amazed the trade, a great wave of flour buying developed and assisted materially in the absorption of the extraordinary rush. However, it is not safe for farmers to count upon such a demand every year. Nor is it reasonable to anticipate that railroads will be able to render the service which they furnished last year in handling the grain.

What, then, must be done?

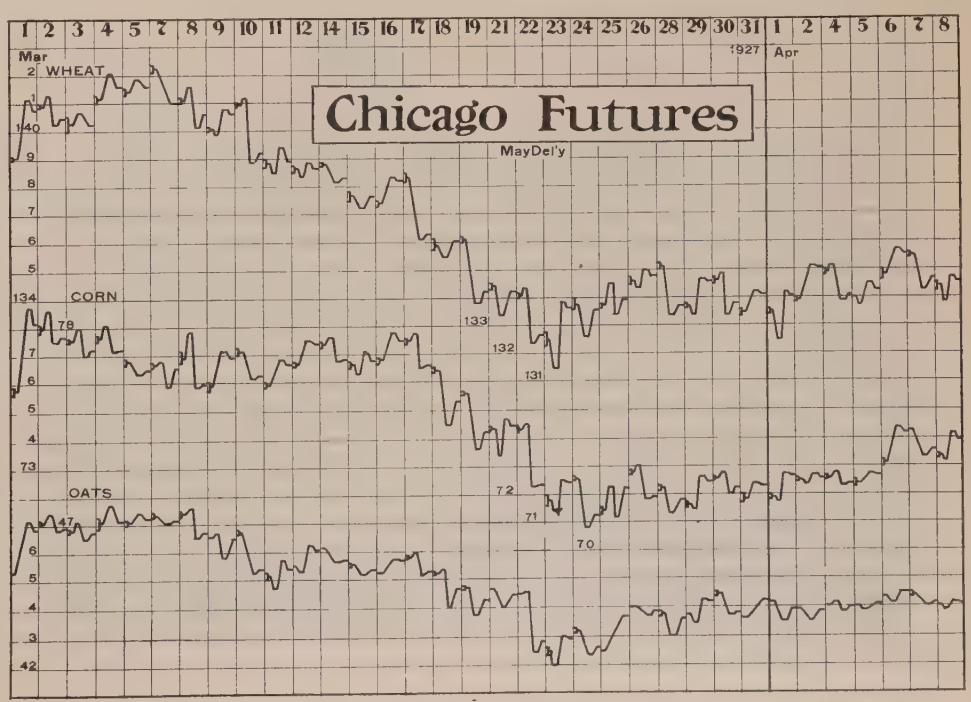
New Elevator Construction.—I want to prefix the answer with the obvious fact that, unless the producer does his part, he may wipe out the financial benefits of the "combines" in his cost of raising wheat by creating undue pressure on the market. Already millers and grain dealers are erecting elevators on a great scale. I believe Kansas and neighboring states will have almost 10,000,000 bus. more of storage available on July 1, 1927, than a year ago because of new elevator construction. However, it is necessary for farmers to provide more bin space. I feel that it would be highly profitable for farmers to do so.

Farm Granaries Needed.—All of us who come in contact with producers should emphasize to them the desirability of providing wheat storage. The farmers without bin space who had to pay exorbitant rates for trucking their wheat last year from "combines" and those who had to wait hours and hours at loaded elevators for a chance to dispose of their grain know of some of the advantages which would accrue to them with storage on their farms.

We cannot afford to risk a repetition of the piling of wheat on the ground at various country stations. These are important considerations, yet they are rather insignificant when compared with the adverse effect on prices which follows the concentration of selling within very brief periods.

Various forms of bins may be erected on farms at a cost that would make such additions to the equipment of farms profitable investments. I maintain that farmers employing "combines" already appreciate this need to a large extent. We should, I repeat, call attention to the desirability of providing such storage and urge all in a position to advise with farmers to bring this urgent need to their attention.

The corn cob pipe industry is to be merged into one corporation, provided present negotiations do not go up in smoke.



Government to Aid Farmer in War Against Corn Borer

With the discovery of the European corn borer as far west as Illinois, and the apropriation of $10,000,000 by Congress to fight this seemingly uncontrollable insect which has been wrecking the corn fields of Ohio, Michigan, Indiana and Ontario, despite rigid quarantine in the infested areas, the entire nation is aroused to the peril threatening the corn belt.

Today the most severely infected area in America is in Sussex and Kent counties, Ont., about 40 miles east of Detroit. According to a report made by Lawson Caesar after a trip thru this region in 1925, "most of the fields there have an average of over 20 borers to the plant. In these fields practically every tassel has been broken off; every leaf has been killed and either fallen or hangs close to the stalk; the ears have broken down, about one-third of them have rotted, the remainder are stunted and most of them riddled by the borers; the stalks are punctured by borer holes, having numerous worm castings on the outside and are tunnelled on the inside in all directions. The result is that almost every plant dies before it is mature and many of them break over, forming a tangly, filthy mass almost worthless as feed for cattle, and fit only for hogs to run in and feed upon whatever ears have escaped destruction."

The infestation which is spreading thru the corn belt is a result of the Canadian condition. The corn borer was first introduced at three different locations, Boston, Mass.; Schenectady, N. Y., and St. Thomas, Ontario. The Boston infestation has spread until it now covers quite a portion of New England. The Schenectady area has increased but slightly. The insects in the Ontario region have spread east into western New York, while the moths have blown across Lake Erie and infested many counties in northwestern Pennsylvania, about one-third of northern Ohio, the eastern part of Michigan and the eastern portion of Indiana. The present Illinois infestation is a jump of more than 100 miles.

It is believed that the European corn borer was imported to America on broom corn from Italy or Hungary about 1909 or 1910. It was first found in the vicinity of Boston during the summer of 1917 where it was causing heavy losses in the field of sweet corn; it was discovered at Schenectady, N. Y., in January, 1919; south of Buffalo, N. Y., and Girard, Penn., in September, 1919; in the province of Ontario, Canada, in August, 1920; and in the counties bordering on Lake Erie in Michigan, Ohio and Pennsylvania during the summer of 1921.

The corn borer is widely prevalent in central and southern Europe; in western, central and northern Asia, and in China and Japan. The distribution of the insect in Europe and Asia and its present status in America indicates its ability to reach the greater part of the corn region of the continent. The favorite breeding plants of the corn borer in Europe and Asia are chiefly hemp, hops, broom corn, millet, and wild grasses, but after the introduction of corn or Indian maize, this became the preferred host in which to breed.

The corn borer passes thru four different stages in its life cycle: the adult, a moth; the eggs, which are laid by the female moth; the caterpillars, the borers themselves, which hatch from the eggs and do all the damage to corn and other plants; the resting stage (called pupa) into which the borers change when they are full grown and from which the adult moth later issues. This life cycle is completed by two generations annually in the New England states, but in the Ohio-Michigan-Ontario region a different form of borer exists which passes thru only one generation annually. The reason for this great difference in the life cycle is not known. In the October 25, 1921, number of the Grain Dealers Journal a complete history of the life and habits of the insect was given by John J. Davis, entomologist, Purdue University.

Adults, eggs, larvae and pupae of the two forms appear to be identical in structure and color and the reason for the great difference in their life cycle is not known. According to host records the two-generation form infects more different kinds of plants than the one-generation form. The adult, a yellowish brown moth about three-fourths of an inch long wth an irregular dark line running across the wings; begins its activities early in June. This moth can fly as far as 20 miles and lays eggs on the underside of the corn leaves in late June, July, and early August. The egg hatches in four to six days. The resulting larvae bore their way into the cornstalk and continue there thru the remainder of the growing season. From October to May the larvae hibernate in the cornstalk and this is the period in which the borer must be attacked if its spread is to be prevented or total eradication made.

Secretary of Agriculture Jardine agrees with Dean W. H. Mumford, University of Illinois, who recommends eight control measures. They are:

That farmers adopt soil management practices that will build up the soil and help produce maximum yields of corn on large healthy stalks.

That farmers grow earlier maturing varieties of corn that can be planted late and at the same time develop heavier stalks.

A good rotation of crops, planting crops which the borer does not injure.

That as much of the corn crop as possible be utilized thru the silo and finely shredded material.

A further increase in the acreage of legumes, which are injured less by the borer than other crops.

Clean plowing which destroys a large portion of the insects.

Education and familiarity with quarantine regulations.

Watch fields for the presence of this insect and send suspected specimens either to your state entomoligist or the U. S. Department of Agriculture, Washington, D. C.

Other measures which may be taken are cutting the corn with a hoe when cutting is done by hand; running all corn into the silo where the stalks are chopped up fine enough either to kill the borers immediately or they are later killed thru fermentation in the silo; by shredding all corn stover and plowing the stubble deeply into the field; and burning all unused stover. The government plans definite regulations regarding the destruction of cornstalks, plowing dates, etc., in its campaign.

This Essex County, Ontario, Field Wrecked by the Corn Borer in 1926 Produced 80 bushels of Corn per acre in 1925.

Fig. 1. European Corn Borer Working in Cob and Shank of Ear of Dent Corn.

[See facing page.]

Experiments to date indicate that spraying or dusting with arsenicals is not only impractical but almost entirely worthless. The infested states have established rigid quarantines and inspection service in order to prevent "commercial jumps" and a general distribution of the pest by man. Quarantines cannot stop the natural spread of the corn borer by flight, but they prevent or minimize the danger of carrying corn or other material containing the borers thru human agencies into new districts. Field after field of corn and broom corn are inspected each year by trained scouts to determine the annual spread and the distribution of the borer.

A recent bulletin issued by the agricultural experiment station of the Iowa State College of Agriculture says: "The European corn borer is permanently established in America and is just entering the great corn belt. As a menace to the corn crop, upon which depends the livestock industry, and thus indirectly to agriculture in general, the danger has probably never been paralleled in America. Unrestricted the borer is capable of practically ruining the corn crop year after year."

The accompanying photograph of the infested corn field in Essex County, Canada, is furnished us thru the courtesy of John J. Davis, Purdue University, and the other two photographs thru the courtesy of the Iowa State College.

Machines Play Big Role in Corn Borer Fight.

What may be termed a heavy artillery attack is now being made by Government forces over a wide infested area against the European corn borer, the most dangerous pest that has ever threatened American agriculture. Tractors by the trainload, hundreds of specially designed tractor-operated machines known as stubble pulverizers, fleets of motor trucks, and a great quantity of other equipment have been rushed from manufacturing plants of various companies to numerous points in the infested areas, consigned to the Bureau of Entomology of the United States Department of Agriculture.

A real war has been inaugurated against a real enemy, and just as in war days precedence has been given to Government orders for equipment to carry on the fight. As a recent statement issued by the U. S. Dept. of Agri. puts it, "The $10,000,000 campaign to delay the spread of the European corn borer to the Corn Belt, recently authorized by Congress, began March 14. The Department of Agriculture in cooperation with the five states of New York, Pennsylvania, Ohio, Michigan, and Indiana will conduct the campaign. The infested area is largely in these states and now includes about 60,000,000 acres. The appropriation will be used to compensate farmers for work done by them in connection with the cleanup not normal or usual in ordinary farm operations and to purchase and operate such machinery and supply equipment as is required in carrying out control measures thoroughly in the states designated."

Hundreds of specially designed tractor-operated, two-row stubble pulverizers have also been rushed out from Chicago. The stubble pulverizer is a machine that has been developed by Harvester Company engineers to destroy the corn stubble, which is a favorite hibernating place for corn borers. It is provided with two sets of vertical blades set near the ground, which are made to rotate very rapidly by power taken directly from the engine of the tractor by means of a power take-off attachment. Traveling at the rate of three miles an hour over two rows of stubble at a time, the stubble pulverizer will cover twenty-five to thirty acres in a 10-hour day. The blades very effectively destroy the stubble, and of course kill the corn borers nesting therein.

A number of one-ton International speed trucks and 3½-ton heavy duty chain-drive Internationals for speeding the transport of supplies, crews, and machines from place to place as needed will also be used in this big war on the corn borer. And just as in war times the order for these trucks received precedence over all others. Many of the trucks were sent to the borer zones on their own power.

The great quantities of mechanical equipment ordered by the Government are necessary, for major dependence will have to be placed on machines to carry on the tremendous fight now being made against the corn borer. Due to the fact that the borer works inside the stalks, poisons are ineffective, and there is no way to kill the pest in the moth stage, for at that time it does not eat, it is nocturnal in its habits and is not attracted to artificial light like other moths. Thorough clean-up campaigns, shredding and siloing the green corn, careful plowing so all trash is completely covered and particularly the mechancial destruction of old stalks in which the borers hibernate are thus far the only effective means of control devised.

The law of the survival of the fittest has downed the laziest and will continue to overpower the less efficient. Modern equipment means survival.

Machinery is at the bottom of much of our agricultural trouble and we should recognize this and improve our methods accordingly. —Hoard's Dairyman.

Fig. 2. Field of Ontario Dent Corn Ruined by Corn Borer.
[See facing page.]

Sapiro's Suit Against Ford.

Senator Reed, attorney for Mr. Ford, traced the history of Mr. Sapiro from the time in 1915 when a man named Weinstock was appointed state marketing commissioner for California, and introduced Sapiro to the farmers to have him draw up articles of association and by-laws for the Prune Growers. This was his beginning in co-operative promotion.

Mr. Reed said: He gave the people to understand that he had been the organizer of the California Fruit Growers' Exchange, the California Walnut Growers' Ass'n, of the Sun Maid Raisin Ass'n, of the Peach and Fig Growers' Ass'n, all of the State of California, and all of which, proceeding upon plans quite different from Mr. Sapiro's, had been able to gather for the fruit growers some substantial benefits. And that wherever Mr. Sapiro went he allowed the impression to go out that he was the master mind of that business, of these ass'ns; but that, as a matter of fact, they had been organized by other men and on other plans.

Mr. Reed: We will show that thousands of farmers have suffered terrible losses in Sapiro's organization, that these losses run to millions and millions of dollars. That all of Sapiro's claims that these ass'ns could control prices turned out to be false, to be failures, and that the whole plan and scheme of his organization was unsound and in many respects unworkable. And that Mr. Sapiro's representations with reference to these organizations were false.

We will prove that Sapiro was directly or indirectly responsible for the failures and losses to which I have referred. We will show you numerous acts entirely unprofessional.

Sapiro in 1915 made about $8,000; in 1916 approximately $10,000, and in 1917, $15,000. He was now getting active in farmers' co-operatives. And in 1918 he made $15,869.79; in 1919, $17,858.14; in 1920, $30,237.21; in 1921, $46,301.20; in 1922, $51,521.31; in 1923, $58,-369.51; in 1924, $58,058.45; in 1925 came a sudden drop, $42,357.45, and again in 1926, it was $42,939.55.

Mr. Sapiro testified that he had received $70,200 from southern cotton organizations since 1922, this amount being paid him through the American Cotton Growers' Exchange. He was to have received $1,000 from the New Jersey Potato Growers, he said, but he said he never got it.

Mr. Reed: Sapiro went into Idaho and formed co-operative marketing ass'ns of wheat. This was extended to the Northwest Wheat Growers' Ass'n. Sapiro went to the War Finance Corporation and got some government money and charged $3,500 for getting this money.

The wheat growers who went into this, Senator Reed said, received from 15 to 20 cents less a bushel than the outside growers. The Idaho and Washington organizations became defunct.

Sapiro, under cross-examination by Senator Reed, denied repeatedly that he ever had for "one second" represented the United States Grain Growers, Inc., or accepted a fee from them, denying two entries to that effect in his office records, but finally admitted that he had accepted $750 for legal services.

Mr. Reed: One of our contentions is Mr. Sapiro was not practicing law at all in the ordinary way. He was promoting various organizations in an endeavor to gain control of them or obtain employment by them, and when he could not gain control he undertook to wreck them. All this was improper work for an attorney and it naturally would destroy his reputation as an attorney or even as an organizer. His income would be adversely affected by it.

A slim purse and a surface-deep smile may get one past the grocer, the butcher, etc., but never past the tax collector or the banker. Self-aligning, anti-friction bearings are but one factor, tho a vital one, in plugging the leaks in the cost of power.

New Concrete Grain Storage for Kansas City Mill

During the years when the flow of wheat thru the terminal markets greatly exceeded the capacity of the flour mills to grind it was unnecessary for the miller to do more than buy from current receipts his requirements for the weekly output of flour.

Conditions have changed in recent years. Altho there has been a great reduction in the number of small mills the larger merchant mills are using an increasing proportion of the wheat crop, resulting in sharp competition for the good wheat towards the end of the crop year. Millers having ample storage capacity for grain are able to select high protein wheat during the rush of the movement, when such high grade wheat is easily obtainable. The increasing use of the combined harvester in the Southwest is accentuating this condition by rushing the wheat to market as fast as the railroads can transport it. If the millers at the primary markets do not buy at the peak of the movement the choice wheat will pass them by, to eastern millers or to grain exporters.

A number of Southwestern millers have added grain storage and others are now increasing their storage capacity, an example being the 750,000 bus. reinforced concrete storage annex erected for the Commander-Larabee Corporation at North Kansas City, Mo., an exterior view of whose entire plant is shown on the front cover page of this number of the Journal.

Formerly the grain elevator comprised a working house with storage for 200,000 bus., and shed for a single track. In providing for the additional storage two additional tracks were laid and the track shed extended to cover them. Two additional unloading pits, each with a car puller and power shovels were provided, together with new belt conveyors for these pits, delivering grain to the existing leg.

The capacity of the three legs in the elevator was increased by providing new 18-inch 6-ply leg belts, and 8x8x16 V buckets, 9½ ins. centers, with larger motors and herringbone helical cut gear reduction sets, increasing the capacity of each leg to approximately 9,000 bus. per hour. A new tripper and a hopper scale of the same size as the first one were added. Three new car spouts to serve 2d, 3d and 4th tracks on the west side of the elevator were added. A valuable improvement was the equipment of the legs with a dust prevention system, which, while removing the dust from the air of the plant, causes no loss in weight of grain.

The plant is situated on the C., B. & Q. R. R., with tracks on both sides. Next to the handsome mill building is the boiler house generating steam for drying and heating, the power being purchased from the commercial light and power company. Next to the boiler house is the old working house, detached from the 21 new concrete tanks.

THE NEW STORAGE ANNEX is 168 ft. 1 inch by 69 ft. 9 ins., and 117 ft. 6 ins. high from basement floor to roof. A steel bridge connects its texas with cupola of the old working house. The new tanks are of the same diameter as the 9 tanks in the old house, 22 ft. 6 ins. Seven of the tanks are 99 ft. 6 ins. high and have a capacity of 31,551 bus. each. Fourteen of the tanks are 94 ft. 6 ins. high and have a capacity of 30,050 bus. each. The 12 interstice bins are 98 ft. 6 ins., having a capacity of 9,050 bus. each, the total capacity of the new storage being 750,150 bus. The tanks have steel hopper bottoms, increasing the capacity without the added cost of concrete bottoms.

The floors and roof of the storage annex are of reinforced concrete, the roof covering being a 4-ply coal tar pitch composition. The exterior bins are ventilated with openings 6 ins. by 2 ft., filled with 1-inch lumber, beveled 45 degrees to prevent water driving thru and with No. 12 gage wire mesh to keep birds from entering. The windows have metal sash.

Over the storage bins are two 36-inch rubber receiving conveyors, and in the tunnels below are three 30-inch shipping conveyors. These three shipping belts extend thru to the work house and discharge to either of the two legs in the work house. All conveyors are driven thru sets of spur gears. The drive is a cut cast iron gear and Bakelite pinion.

THE WORKING HOUSE improvements included changes to provide for shipping wheat to other mills including the three loading spouts. Several carloads of steel spouting and belt loaders were required. This was supplied by the J. B. Ehrsam & Sons Mfg. Co., which also furnished the belt conveyor stands, with head and tail drums, two worm gear trippers, one car puller handling 10 cars, four power shovels and elevator head pulleys.

Three herringbone gear reduction sets for the elevator head drives were furnished by the Falk Corporation.

Each unit is equipped with a Falk Flexible Coupling between motor shaft and pinion shaft, whilst the low speed shaft of the unit is extended to carry the head pulley and is supported at the end by an outboard bearing.

The new 2,000-bu. hopper scale was supplied by Fairbanks, Morse & Co. A manhoist was supplied by the Webster Mfg. Co. Two roller chain drives were supplied by the Link Belt Co. for screw conveyors taking grain from belts in the basement. The Weller Metal Products Co. supplied walkways and gratings, structural steel work, conveyor supports and the conveyor bridge.

The electric motors are of the double deck squirrel cage type giving high torque and low current at starting, using alternating current of 440 volts, 3 phase, 60 cycle.

These motors are the ball bearing type equipped with SKF Self-Aligning, Double Row, Grease Packed Ball Bearings. Motors are 40° continuous rated with liberal overload guarantees. Smaller motors are started with hand operated across-the-line oil switches with overload and under-voltage relays. The 60-hp. motors are started with Fairbanks-Morse reduced voltage compensator, oil immersed contacts. Overload and under-voltage relays are also included.

The three 60-hp. motors running 1150 r.p.m. drive the legs. Three 25-hp. motors drive the shipping conveyor belts, 870 r.p.m. The 15-hp. motor, 870 r.p.m., drives the receiving conveyor No. 2. Three 7½-hp. motors at 870 r.p.m. drive the 3 power shovel sets, there being 10 new motors, all supplied by Fairbanks, Morse & Co. Four of the old motors are used, three of 30 hp. each driving the car puller, and 2 storage conveyors, and one of 7½ hp. driving the air compressor.

A Zeleny Thermometer System with 33 outlets gives the elevator superintendent warning of rising temperature of the grain in any bin.

The new annex was erected and improvements in the working house planned and executed by Jas. Stewart & Co.

Oklahoma Farmers-Dealers Discuss Trade Problems.

Approximately 100 delegates attended the annual meeting of the Farmers Co-operative Grain Dealers Ass'n held in Enid, Oklahoma, on March 24 and 25.

Trade problem discussions absorbed the entire attention of the convention-goers.

A smoker was given by the established grain dealers of this southwestern market Thursday evening.

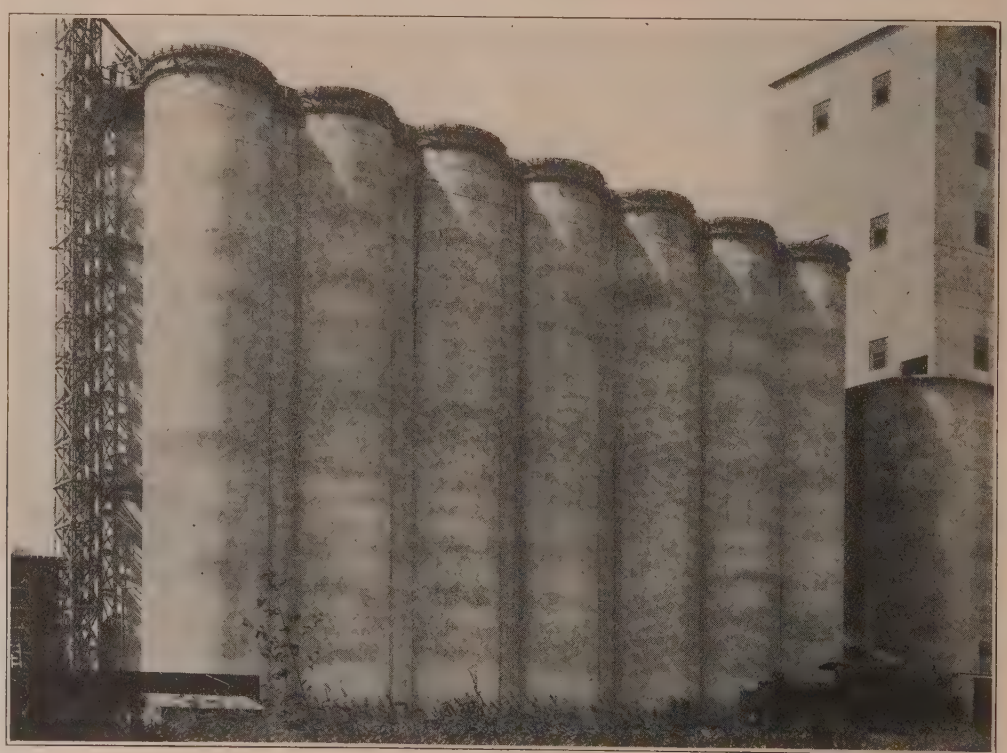
HARRY B. CORDELL, president of the state board of agriculture, was the principal speaker of the evening festivities.

The Friday morning session was devoted to a discussion of collective buying, led by Professor Fetrow of the Oklahoma A. & M. College.

F. S. Betz, Chicago, discussed improvements of America's inland waterways.

Enid was chosen as the meeting place for the 1928 convention.

New South Wales is one of the principal wheat producing states of Australia. It produces annually approximately 30 per cent of the total Australian crop and furnishes about 25 per cent of the total wheat available for export. Wheat is the principal crop of the country.



New 750,000-bu. Reinforced Concrete Storage of Commander-Larabee Corporation at Kansas City, Mo. See front cover page.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome Let us hear from you.

ARKANSAS

Helena, Ark.—The E. M. Polk Co., grain and feed dealer, has filed a petition in bankruptcy.

Pine Bluff, Ark.—Ed. Adams has been made vice-pres. of the Rosedale Mlg. Co., of Kansas City, and placed in charge of its southwestern sales with headquarters here. This plant also includes a grain elvtr.

CANADA

New Westminster, B. C.—W. A. Henderson is now with Frye & Co. here.

Birtle, Man.—It is reported that the wheat pool will build a large elvtr. and cleaning plant here.

Vancouver, B. C.—W. Biggins is now supt. at the Vancouver Terminal Co.'s elvtr (ex Spillers).

Saskatoon, Sask.—It is reported that the Quaker Oats plant here is to be enlarged this spring.

Ottawa, Ont.—Leslie Boyd, present chairman of the grain commission, has had his term extended for one year. A strong drive was made by Manitoba Liberals to have T. C. Norris appointed to the post.

Vancouver, B. C.—The Robin Hood Mills Co., Ltd., has extended the dock known as Terminal dock to a length of 1,500 ft., and has doubled the capacity of its warehouse. This company has no elvtr. facilities at present.

Vancouver, B. C.—The harbor commissioners have leased one of the large terminal elvtrs. here to the Alberta wheat pool and the other to the James Stewart Grain Export Co. of Winnipeg. The wheat pool elvtr. has a capacity of 1,625,000 bus. and the Stewart elvtr. a capacity of 2,050,000 bus.

The Manitoba good seed cars have finished their itinerary. These cars, operated on both the Canadian Pacific and the Canadian National railways free of charge, were manned chiefly by the extension service of the provincial department of agriculture with the co-operation of the Manitoba Agricultural College and the Dominion seed branch. The machine and implement companies supplied the machinery installed. A total of 62 stops was made at which 8,011 adults and 2,409 children visited the cars.

Winnipeg, Man.—The amendments to the grain act giving any owner of grain the privilege of naming the terminal elvtr. to which his shipment may be delivered from the interior elvtr. was recently before the house. This amendment is directly beneficial to the pool as under present conditions the act permits receiving elvtr. to make delivery at a terminal of its own station. As a majority of the rural elvtrs. are privately owned the pool terminals do not get much of the grain its members deliver at country points. The amendment was adopted at the former session but failed to become a law because of sudden dissolution.

Montreal, Que.—An amendment to the Canadian grain act will come before the Canadian Parliament soon, as the minister of trade and commerce on March 24 secured the house of commons' approval of the following resolution: "Resolved, that it is expedient to amend the Canada grain act (1925 c. 33) in respect to the issue of warehouse receipts by a private terminal to the shipper or his consignee, and as to the contents of warehouse receipts issued by the person operating any country elvtr." R. Magill, sec'y-treas. of the Winnipeg Grain Exchange, is expected to oppose the bill which the grain interests claim is unjust and unduly interferes with their business. Last year the bill was approved by the house of commons, but Parliament was dissolved before the senate gave its final consideration.

COLORADO

Redmesa, Colo.—The Long Hollow Mlg. Co. will overhaul its machinery and add some more bins to its elvtr.

Springfield, Colo.—The J. D. Infield Grain Co.'s 20,000-bu. grain elvtr. has been completed and is now in operation.

Denver, Colo.—N. A. Anderson was recently elected pres. of the Grain Exchange. Harry E. Kelly was elected first vice pres.

Longs Peak, Colo.—The Longs Peak Mlg. Co. of Longmont, formerly the Farmers Union Co-op. Elvtr. & Supply Co., will reopen its mill here, which has been idle three years. The mill has a capacity of 300 bbls. daily.

LaFayette, Colo.—Deane V. Kittell, 57, local mgr. of the Longmont Farmers Mlg. & Elvtr. Co. for five years, died suddenly Feb. 19 of acute indigestion. W. L. Shacklett, who has had charge of the Niwot elvtr. for this company for eight years, is now in charge here.

Stratton, Colo.—The Snell Grain Co. has been incorporated and has bot the elvtrs. of the Snell Mill & Grain Co. here, at Vona and Arriba, and the Flagler Grain & Elvtr. Co.'s elvtr. at Flagler. The headquarters of the Snell Mill & Grain Co. were formerly at Clay Center, Kan., the plant there having recently been sold.

Denver, Colo.—The business of the Denio-Barr Mlg. & Grain Co. has been placed in temporary charge of H. E. Johnson, formerly general mgr. of the Colorado Mlg. & Elvtr. Co. It is said that Mr. Johnson will act as representative of the creditor banks. There is now a suit involving warehouse receipts on wheat for $90,000.

Longmont, Colo.—A possible plan for refinancing the Farmers Mlg. & Elvtr. Co. was agreed upon at a recent meeting of the stockholders. A subscription amounting to 20 per cent of the preferred stock and 10 per cent of the original issue of the preferred stock was voted the most practical way of raising the $75,000 to be used as working capital.

IDAHO

Michaud (Pocatello p. o.), Ida.—The Michaud Warehouse & Grain Co. incorporated; capital stock, $25,000, divided into 500 shares; to construct or purchase elvtrs. for the storage of grain.

ILLINOIS

Leland, Ill.—The Farmers Elvtr. Co. has redecorated its elvtr. office.

Doran, Ill.—Chas. F. Ocee is the new mgr. of the Farmers Grain Co.'s elvtr.

Bluff Springs, Ill.—The Bluff Springs Farmers Elvtr. Co. has recently built new coal sheds.

Irwin, Ill.—Ferris Bros. have installed a direct motor-driven Boss Air Blast Car Loader.

Loda, Ill.—The Loda Farmers Co-op. Grain Co. has installed a Boss Air Blast Car Loader.

Princeton, Ill.—The E. W. Hopkins Grain Co. has installed a new 10-T auto truck scale in its plant.

Eleroy, Ill.—Mail addressed to Heiter & Hanke has been returned marked "Out of business."

Litchfield, Ill.—The Farmers Grain & Elvtr. Co. is building a new office, 16x26 ft., of brick and concrete.

Pana, Ill.—I expect to give my 20,000-bu. elvtr. a couple of coats of paint this spring.—Edw. McKee.

Buda, Ill.—F. G. Lindner & Co. have installed a new 10-T Fairbanks-Morse Auto Truck Scale in their elvtr.

Boos (Newton p. o.), Ill.—Mail addressed to O. P. Harris & Bros. has been returned marked "Out of business."

Haldane, Ill.—We want to put a new leg in our elvtr. to elevate ear corn.—Alex Hedrick, Farmers Elvtr. Co.

Milmine, Ill.—O. N. East of the O. N. East Grain Co. has been suffering the past few weeks with a broken knee cap.

Cabery, Ill.—W. G. Fry, formerly of Bulpitt has succeeded B. F. Donner as mgr. of the Cabery Farmers Grain Co.

Union Station (Emden p. o.), Ill.—C. L. Carnahan has succeeded Larkin G. Nall as mgr. of the Union Grain & Lbr. Co.

Pinkstaff, Ill.—The Co-op. Elvtr. Co. will install a new truck scale soon, the work to be done by the Superior Scale Co.

Coatsburg, Ill.—Mail addressed to the Coatsburg Grain & Livestock Co. has been returned marked "Removed to Paloma, Ill."

Oswego, Ill.—The Oswego Farmers Grain Co. has received a petition for dissolution signed by 93 stockholders representing 264 shares of stock.

Philadelphia, Ill.—The Philadelphia Co-op. Co. has bot a new truck scale, equipped with office dial. It will be installed by the Superior Scale Co.

Wing, Ill.—Clarence Sennot has taken Wm. Horne's place as assistant at the plant of the Valley Grain Co. Mr. Horne has moved to a farm.

Bradford, Ill.—We are going to put in a new belt in one leg of our elvtr. and may increase the capacity.—Peter Ternus, prop., Bradford Elvtr.

Bloomington, Ill.—The Zimmerman Feed & Grain Co. is building a one-story warehouse building, 20x25 ft. It will be covered with sheet metal.

Winchester, Ill.—W. P. McIntosh is the new agt. of Schultz-Banjan Mlg. Co.'s elvtr. here. He replaces Joe Dodgson, who took his own life some weeks ago.

Emden, Ill.—We have leased the Smith Hippen elvtr. here and will not rebuild our elvtr., which burned last April, at the present time.—John H. Hildebrands.

Walton, Ill.—We have installed a new engine for our elvtr. power to replace the one installed when we built the elvtr. in 1923.—Oscar Berga, mgr., Walton Co-op. Co.

Auburn, Ill.—I intend to remodel and simplify the machinery in my old plant here, also do away with the log dumps and install a truck dump.—W. E. Shutt, W. E. Shutt & Co.

Littleton, Ill.—Hosea Sellers, sec'y of the Farmers Grain & Supply Co., has closed the elvtr., because of lack of business. It is probable that a new company will be organized later.

Jacksonville, Ill.—The office of the Kellogg-Huff Grain Co., managed by E. F. Stiefer, is temporarily closed. Mr. Stiefer has gone to Iowa, but will return before harvest to reopen the office.

Elwin, Ill.—A new 15,000-bu. oats storage has been built by the Farmers Elvtr. Co. to replace the old structure which was torn down. The elvtr. driveway has also been repaired and remodeled.

Prentice, Ill.—J. H. Hubbs has bot the interest of C. R. Lewis in the elvtr. here and has sold the latter his interests in the C. R. Lewis & Co. elvtrs. at Jacksonville, Savage and Markham.—C. R. Lewis.

McCarty (Waverly p. o.), Ill.—Paul Evans has been engaged to manage the McCarty Farmers Elvtr. Co. He enters upon his new duties May 1. Present plans include the installation of feed and coal as side lines.

Altamont, Ill.—We have bot the Johnson Hicks elvtr., formerly owned by Mr. Schumaker. The elvtr. is fairly well equipped and has corn sheller and cleaner. It will hold four or five carloads of grain.—McCormick & McCormick.

Springfield, Ill.—The plant of the Elvtr. Mlg. Co. was almost totally destroyed by fire, which was discovered about 6 o'clock the morning of April 8. The brick building, containing the machinery, where the fire started, was completely gutted, as were also the cribbed bins of the elvtr.

Rock City, Ill.—The elvtr. of Graham Bros. Co. was destroyed by a fire which swept the business district the afternoon of April 6. Six business buildings were destroyed, in addition to the elvtr., lumber yard, coal yard and the railroad station and stock pens of the Chicago, Milwaukee & St. Paul.

Hagener, Ill.—The Arenzville-Hagener Farmers Grain Co. is building a new concrete elvtr. here to replace the old elvtr., which was torn down. H. L. Meyer at Arenzville is mgr. He expects it to be completed in time for harvest.

Lena, Ill.—The Lena Elvtr. building, which was built in 1866, will soon pass into history. The Illinois Central railroad is anxious to have the building removed from the company's ground as it wishes to have a clear view of the tracks at the Main street crossing. The building is owned by Mrs. John Reeder, her husband having bot it in 1872 from Moses Weaver who built it.

Mendota, Ill.—Robbers entered the office of the Mendota Co-op. Grain & Supply Co. recently, broke the safe and took over $100. About a year ago an iron safe in the same office was blown up by robbers. The safe which held the money is a new one and foiled the robbers a year ago when they blew up the iron safe. It is believed entrance was gained by means of a skeleton key.

Magnolia, Ill.—The abandonment of the Toluca, Marquette & Northern Railroad is a severe blow to the territory served by this short line of 27 miles of track. The H. E. Hutton Grain Co. owns elvtrs. here and at Porterfield (Magnolia p. o.), and it looks as tho they will be a total loss to their owners. The Farmers Elvtr. at Custer is so near the Dwight-Peoria division of the Alton that it is likely arrangements will be made to maintain that part of the track from the Custer station to the elvtr. in order that shipments may be made over the Alton. The short line was built in 1897.

CHICAGO NOTES.

The rate of interest for advances on Bs/L has been set for April at 5½% per annum by the Board of Directors.

Ray A. Gerstenberg and Lewis Alsberg have formed a partnership under the name of Gerstenberg & Alsberg to do a scalping business on the Board of Trade.

John D. Hill of Denver, Colo., has been expelled from the Board of Trade for violation of Rule 141. Rule 141 covers several offenses, among which is the reporting of fictitious trades.

Chas. I. Brayton, a member of the firm of Stein, Alstrin & Co. since 1920, died March 26 in Pasadena, Cal., from a stroke. He is survived by his wife and a daughter, Elizabeth, a student in a California university.

Robert Zunz of Paris, France, has been elected to membership in the Board of Trade. Applications for membership have been filed by Howard Marfield and Malcomb H. Reed. A transfer has been posted for L. W. Wheatland.

INDIANA

Veedersburg, Ind.—The Farmers Mlg. & Elvtr. Co. has repaired its elvtr.

Lewisville, Ind.—The Lewisville Elvtr. Co. has bot a new corn sheller.

Rushville, Ind.—The Rush County Mills has completed a new grain elvtr.

Williamsport, Ind.—The Davis Grain Co. will retire from business about May 1.

Otterbein, Ind.—The Farmers Elvtr. Co. will overhaul one of its elvtrs. this spring.

Burnettsville, Ind.—Elmer Gugle is now in charge of the Burnettsville Elvtr. Co.

Lagro, Ind.—The Lagro Equity Exchange is repairing its elvtr. and remodeling its office.

Waynetown, Ind.—The Waynetown Grain Co. has overhauled the boiler of its steam plant.

Windfall, Ind.—The Farmers Grain & Supply Co. is building six concrete bins for housing coal.

Montezuma, Ind.—The Montezuma Mill & Elvtr. Co. will add lightning protection to its elvtr.

Centerville, Ind.—The Farmers Co-op. Co. will have its elvtr. buildings re-roofed this spring.

Waveland, Ind.—The elvtr. erected on the Central Indiana some years ago by Chas. Patton was recently torn down and the lumber taken to Browns Valley. This elvtr. was more recently operated by the Newton Busenbark Grain Co.

Speicher (Wabash p. o.), Ind.—The Morrow Grain Co. has installed a hammer mill at its station.

Monticello, Ind.—The Farmers Elvtr. Co. will put new belting in its elvtr. and repaint the buildings.

Columbus, Ind.—Ben Thomas is installing a McMillin Combination Wagon and Truck Dump in his plant.

Tunnelton, Ind.—Mail addressed to the Tunnelton Mlg. Co. has been returned marked "Out of business."

Noblesville, Ind.—The Caca Elvtr. Co. has bot a new corn cutter to be used in making prepared feeds.

Columbus, Ind.—The Columbus Mlg. Co. is installing a McMillin Combination Wagon Truck Dump in its plant.

Rockville, Ind.—Rohm Bros. are repairing their elvtr. and putting in a shelling outfit, corn cracker and grinder.

Maxwell, Ind.—The Maxwell Grain Co. plans to install a mill for custom grinding and paint its elvtr. this spring.

Mexico, Ind.—The Mexico Elvtr. Co. has let the contract to the Reliance Construction Co. for a 15,000-bu. elvtr.

Deerfield (Ridgeville p. o.), Ind.—Mail addressed to Fred Elliott has been returned marked "Unclaimed."

Greenfield, Ind.—The Greenfield Mlg. Co. has discontinued milling flour and is now buying and selling grain only.

Marion, Ind.—The Thomas Mlg. Co. is equipping its plant with a McMillin Combination Wagon and Truck Dump.

Middletown, Ind.—J. M. Walker & Son are making a number of improvements at their grain elvtr. and flour mill.

Alexandria, Ind.—Chas. F. Naber & Co. of Fairmount are installing a McMillin Wagon and Truck Dump in their plant here.

Roanoke, Ind.—The Roanoke Elvtr. Co. is installing a grinding mill. Several motors have also been added to the equipment.

Winamac, Ind.—The Farmers Co-op. Elvtr. Co. has installed a McMillin Combination Wagon and Truck Dump at its elvtr.

Straughn, Ind.—The Farmers Co-op. Co. has bot a 25-h.p. Fairbanks-Morse Gasoline Engine and installed electric lights in its elvtr.

Dundee (Newcastle p. o.), Ind.—The Dundee roller mill, owned and operated by Wm. J. Little, burned recently with a loss of $6,000.

Rossville, Ind.—Mattix & Reveal have bot a Fairbanks 10-ton Auto Truck Scale for their elvtr. and had the building wired for electricity.

Charlottesville, Ind.—The elvtr. of the Reeves Grain Co. may have to be moved as the railroad company wants its site for additional trackage.

Linnsburg, Ind.—N. A. Wall of Pittsboro has bot the grain elvtr. of Wheeler Lynn and will take charge about April 20. John McComas was the broker.

Hemlock, Ind.—Ed. Montgomery of Summitville has bot the elvtr. of the Windfall Grain Co., which had been closed for several months, and reopened it.

Hillsboro, Ind.—F. A. Finch & Co. have repaired their feed storage house, put on a galvanized roof and added a gasoline engine to their equipment.

Greenfield, Ind.—Wm. F. Roepke, grain dealer, now handles grains and feeds and has discontinued his flour milling. He formerly owned the Hancock Mills here.

La Crosse, Ind.—We have bot the Farmers Elvtr., which we have been leasing since 1925. We will install a truck dump and corn sheller. —Arndt-Weinkauf Grain Co.

Portland, Ind.—The Portland Equity Exchange will add farm machinery to its sidelines. This company sold a carload of liquid spraying compound last year.

Vincennes, Ind.—Igleheart Bros., Inc., Evansville, owned by the Postum Cereal Co., have bot the Atlas Mills, which includes a grain elvtr. of 300,000 bus. capacity.

Wheatland, Ind.—Richard Raefiner, 14, died recently from an accident. His clothing caught on the line shaft of the Wheatland elvtr. while he and other boys were attempting to attach a sack, and his body was crushed against the ground. The boys had been warned not to play around the elvtr.

Wheatland, Ind.—Earl Snyder of Fritchton has been named as mgr. of the Farmers Grain Elvtr. to succeed John Downey, who was appointed county highway supt.

Bluffton, Ind.—We are pleased to announce that the Studebaker Grain & Seed Co. is in no way involved by the failure of the Studebaker Bank, and is doing business as usual.

Ridgeville, Ind.—M. E. Snapp, who formerly owned an elvtr. at St. Marys, O., has bot the elvtr. of Fred C. Murray & Co. Mr. Murray is retiring from business because of poor health.

Lexington, Ind.—Floyd E. James has bot the L. E. McHenry flour mill in Lexington township and will probably move it here and put it in operation. It ceased operations a year ago.

Hemlock, Ind.—E. R. Montgomery, who has managed the Urmston Grain Co.'s elvtr. at Summitville for a number of years, has bot the elvtr. of the Windfall Grain Co. and will operate it.

Montpelier, Ind.—The Arnold & Engeler elvtr. had a large bin filled with ear corn adjoining a large oat bin which was empty. The partition caved in and a large amount of the ear corn was emptied into the adjoining bin. The wall is being rebuilt.

Indianapolis, Ind.—The Cleveland Grain & Mlg. Co. has let the contract to Jas. Stewart & Co. for 14 additional concrete tanks with 850,000-bu. storage. The tanks will be arranged in two rows parallel with the present tanks. The new bleacher installed is doing good work.

New Haven, Ind.—Stiefel & Levy's grain elvtr. at Gar Creek will be moved here this spring and placed on a foundation at the location of the company's elvtr., which burned last June. The plan is to move the structure intact. The Gar Creek elvtr. up to 10 years ago did a large volume of business, but changes that have taken place in past years have diverted the hauling of grain to other elvtrs.

Crawfordsville, Ind.—James S Sellars, 83, who conducted the Big Four Grain Elvtr. from 1909 to 1918, died recently at his home in Frankfort. He was a charter member of the Indiana Grain Dealers Ass'n and had been interested in the grain business in this state for many years. He was senior member of the Sellars Grain Co. of Forest at the time of his death. He is survived by his wife, three sons and three daughters.

Portland, Ind.—Elmer Floyd Wilson, 35, truck driver for the Cartwright & Headington Elvtr. Co., was killed the afternoon of March 31 when he was suffocated after being buried under several hundred bushels of oats in a pit at the elvtr. Oats were being loaded in a railway car at the time of the accident. Other employes at the elvtr. did not know that Wilson was in the pit or why he entered it. An employe heard a call for help coming from the pit, jumped into it and dug into the oats in an effort to save Wilson, but the latter was dead when taken from the pit.

IOWA

Lavinia, Ia.—It is reported that the Lavinia Elvtr. Co. will quit business.

Clare, Ia.—The Farmers Elvtr. Co. has installed a 10-h.p. motor in its elvtr.

Gowrie, Ia.—L. E. Nelson is the new mgr. of the Farmers Co-op. Grain & Lbr. Co.

Malloy, Ia.—H. L. Augustine's elvtr. was burned to the ground the night of March 22.

Adel, Ia.—Kent & Co. will rebuild their mill and elvtr., which were recently destroyed by fire.

Beaman, Ia.—Walter Goos is now mgr. of the Beaman Elvtr. Co., taking the place of W. F. Weir.

Lovilia, Ia.—Mail addressed to H. W. Kester has been returned marked "Removed to Bucknell, Ia."

Griswold, Ia.—H. D. Turner of the firm of Turner Bros. has been quite ill but is now improved.

Westfield, Ia.—Mail addressed to Clinton E. Lowry has been returned marked "Removed; left no address."

Conesville, Ia.—The new elvtr. of the McKee Grain & Lumber Co. has been completed and is now in operation.

Langdon, Ia.—Walter J. Green is now mgr. of the Farmers Elvtr. & Supply Co., succeeding John J. Lawler.

Bristow, Ia.—The Gilchrist Elvtr. Co. has closed its plant, but will open in the fall should the outlook justify it in so doing.

LeMars, Ia.—The Plymouth Mlg. Co. incorporated; capital stock, $100,000; by C. A. Wernli, pres.; R. J. Koehler, vice-pres.; W. H. Boyd, sec'y; E. A. Dalton, treas.

Mason City, Ia.—The J. C. Schaffer Grain Co., Chicago, has closed its branch office here, as well as all of its Iowa offices. A. R. Hendrickson was mgr. of the local office.

Des Moines, Ia.—The property of the Iowa Corn Products, bankrupt, will be appraised and sold. The plant consists of a concrete elvtr. and grain storage bins and 12 acres of ground.

Emmetsburg, Ia.—W. J. Coen, formerly mgr. of the Farmers Elvtr. Co. at Marne, is now mgr. of the local Farmers Co-op. Co., succeeding G. L. Benschoter who has gone to Kanawha.

Kennedy, Ia.—The Farmers Elvtr. Co. has made an assignment for the benefit of its creditors. The assets of the company are given as $16,411.56 and the liabilities as $19,418.31.

Ruthven, Ia.—Stockholders of the Farmers Elvtr. Co., who have been reorganizing the company, have adopted articles of incorporation and by-laws and sent them to the sec'y of state for approval.

Cedar Rapids, Ia.—Fire which recently broke out in a shaft box at the Cedar Rapids Grain Co.'s plant was quickly placed under control by employes. The damage was confined to the woodwork in the vicinity of the box.

Madrid, Ia.—Lundahl & Check will make several improvements to their plant this spring, including a truck dump and covering the outside of the building with galvanized sheeting. This will serve as a much needed protection against fire as the plant is located along the railroad.

Sioux City, Ia.—B. L. Nutting of Spencer has joined the firm of Saylor & Wichelman, dealers in grains and stocks. The firm will have offices at Sioux City, Des Moines, Davenport, Rock Island, Moline, Muscatine and Clinton and will have direct leased wires to New York.

Des Moines, Ia.—House file No. 298, a bill for an act to create a thresherman's lien, and to amend section 10261 of the code, 1924, relating to lien upon crops grown upon leased premises, has been passed by the house. A detailed report of the bill was given in this column March 10.

Fayette, Ia.—The F. T. Cary grain elvtr., which was a 55-year old landmark, was destroyed by fire the morning of April 5 about 1 o'clock. The blaze was fanned by a strong southwest wind and all efforts to save the structure were futile. The loss was fairly well covered by insurance.

Cedar Rapids, Ia.—The Mesquakie Mlg. Co. has awarded a contract to the T. E. Ibberson Co. for the erection of a larger two-story warehouse, additional bin storage and a mixing plant for dry feeds. This will be built to work in connection with the feed mill unit and elvtr. that has recently been completed.

Melvin, Ia.—The warehouse and office of the Farmers Elvtr. Co. was broken into the night of March 7. It is thought the thieves were after grass seed as nothing was taken. The seed stock had been removed for safekeeping a few days before that time. The company had its stock of seed stolen last year.

Fairmount (Monroe p. o.), Ia.—The elvtr. of the Farmers Elvtr. Co. burned about 8 o'clock the evening of March 18. About 5,400 bus. of oats were in the bins, and it is possible part of the grain may be salvaged. The elvtr. was a frame building, and with no fire fighting equipment, there was no chance to save any part of it.

Traer, Ia.—The Farmers Elvtr. Co. has passed into the hands of a receiver. F. J. Childs, sec'y of the company, has been appointed receiver and will carry on the business until some disposition is made. The company lost many thousands of dollars as a result of the crash of grain market prices following the close of the war. The company owns two elvtrs., one on the Rock Island railroad and one on the C. & N. W. line, also large coal bins, a feed warehouse and large stock of feed, seed and twine. Doing a large business on too small a capital is given as the principal reason for the receivership. The capital stock is $13,400 and the present indebtedness $30,000.

Merrill, Ia.—The Farmers Co-op. Elvtr. Co. will sell additional stock in its concern to finance a lumber yard. It is estimated that between $10,000 and $15,000 will be needed to start the yard and shares will be sold at $25 each. No new company will be formed, however, but the lumber business will be conducted by the elvtr.

Denison, Ia.—The suit asking for a receiver for the Doud Mlg. Co., operating here and at Manning, did not come to trial. The plaintiff, R. O. Dibb, was the owner of four shares of stock and was not satisfied with the returns in dividends and took this method to effect a settlement. He sold his stock and the suit was dismissed.

Berkley, Ia.—Floyd Peterson of Carlson & Peterson, who operate an elvtr. here, had his left arm caught in a chain drive while elevating oats. The flesh was torn badly but no bones were broken. The ligaments in the shoulder were torn while he was pulling to keep himself out of the chain until the machinery could be stopped.

Des Moines, Ia.—House File No. 491, introduced in the house by the com'ite on appropriations, is a bill for an act to make an appropriation for the prevention, control and eradication of the European corn borer, including incidental and miscellaneous expenses connected therewith. It has been read the first and second times and passed on file.

Davenport, Ia.—The Victoria Elvtr. Co. of Minneapolis, owner of 80 other elvtrs. in the United States and Canada, has bot the Merchants Elvtr. Co.'s elvtrs. of 800,000 bus. capacity on Rockingham Road and the C. R. I. & P. tracks, and expects to make Davenport a big link in its elvtr. chain. The Merchants Elvtr. Co. went out of business two years ago.

KANSAS

McPherson, Kan.—The Freedola Mlg. Co. has doubled the capacity of its plant.

Plains, Kan.—The Plains Equity Exchange is installing a Boss Air Blast Car Loader.

Garden City, Kan.—Homer C. Everly is the new sec'y-treas. of the Everly Grain Co.

Sublette, Kan.—We started a 75,000-bu. elvtr. March 1.—C. G. Wagner, C. D. Jennings Grain Co.

Glasco, Kan.—The elvtr. of the C. E. Robinson Elvtr. Co. was slightly damaged by a wind storm Mar. 8.

Jefferson, Kan.—Mail sent to Mgr. Harry Farlow has been returned marked "Does not receive mail here."

Bison, Kan.—Mail addressed to the Bison Mill & Elvtr. Co. has been returned marked "Out of existence."

Grinnell, Kan.—The plant of the Shellabarger Mill & Elvtr. Co. was slightly damaged by a wind storm Mar. 14.

Wichita, Kan.—The Clark Burdg Grain Co. has discontinued business here, also the Adair & Hunter Grain Co.

Garfield, Kan.—Mail addressed to the mgr. of the G. W. Shell Mill & Elvtr. has been returned marked "Out of business."

Agenda, Kan.—C. A. Lindahl has bot the Farmers Agenda Mill and converted it into an elvtr. He will operate it as the Lindahl Grain Co.

Boyd, Kan.—Peter L. Ochs of Ochs Grain Co. is replacing his 20,000-bu. elvtr. with a new, up-to-date, studded, iron-clad, 14,000-bu. structure.

Atchison, Kan.—The Blair Elvtr. Corp. is considering replacing its headhouse, which was destroyed by fire, with one of concrete construction.

Hawk (Anthony p. o.), Kan.—The Farmers Union Co-op. Ass'n will install Fairbanks-Morse Truck Scales and a Kewanee Truck Lift.—True Jordan, mgr.

La Crosse, Kan.—The Red Star Mlg. Co. will build a large elvtr. here, one of the largest in its line. Workmen have completed tearing down the old elvtr.

Atchison, Kan.—Jerry Boling, chief grain inspector for the Board of Trade, has resigned to become assistant mgr. of the local Chamber of Commerce.

Washington, Kan.—For the present G. C. Dooley contemplates handling his business with a Boss Air Blast Loader. His grain elvtr. burned about a month ago.

Hoisington, Kan.—Mail addressed to the Hoisington Mill & Elvtr. Co. has been returned marked "Unclaimed." This elvtr. was destroyed by fire in April, 1926.

Sylvan Grove, Kan.—Fred Hinkson is the new mgr. of the C. E. Robinson Grain Co.'s elvtr., taking the place of the late Harold Herzig who was killed in an accident at the elvtr. about a month ago.

Mullinville, Kan.—Stockholders of the Mullinville Equity Exchange are considering buying the elvtr. property of the Kansas Flour Mills Co., which has for years been operated by Chas. Tanner.

Drury, Kan.—The New Era Mlg. Co. will build a 16,000-bu. iron-clad elvtr. here. It will be equipped with electric power, truck dump and 10-ton truck scales. It will be completed for the new crop.

Hutchinson, Kan.—Frank Noonan, grain buyer for the International Mlg. Co., Minneapolis, has closed the office here and returned to Sioux City, Ia. The office will probably be re-opened for the new crop.

Buffalo, Kan.—The Brock Grain Co. plans to replace its gas engine with an electric motor, also to install a new corn sheller and a 10-in. burr mill, as well as other elvtr. equipment. It is likely the capacity will be increased.

Clay Center, Kan.—The Shellabarger Mill & Elvtr. Co., successor to the Snell Mill & Grain Co., has started construction of additional storage bins. The bins, six in number, will be 120 ft. high and will have a capacity of 100,000 bus.

Neola (Turon p. o.), Kan.—Ben Raines of Turon has bot the two elvtrs. here which were formerly owned by the Rea-Patterson Grain Co. He will have the north elvtr. cleaned and repaired. Mr. Raines until recently had been leasing the Farmers Elvtr. at Turon.

Hutchinson, Kan.—Bernard Megaffin, who has been mgr. of the Farmers Commission Co.'s office for the last four years, has resigned, effective May 1, to take a position as grain buyer with the Red Star Mlg. Co., Wichita. Everett Hargrove of Offerle will succeed Mr. Megaffin here.

Robinson, Kan.—The elvtr. of the Farmers Union Co-op. Ass'n is being overhauled and equipped with four motors, single phase, a new leg, sheller and special design corn conveyor. The cupola is being raised six feet to admit a Hall Distributor. The Federal Engineering Co. has the contract.

Junction City, Kan.—The Geary County Farmers Union Co-op. Exchange, established 15 years and operating a grain elvtr., grocery store and implement department, has made a voluntary assignment to its creditors. The business will be closed at once, with the exception of the elvtr., which will be kept open to receive a small quantity of pooled wheat.—P.

Wellington, Kan.—The Hunter Mlg. Co. has bot the 650-bbl. mill and 350,000-bu. elvtr. storage of the Wellington Mlg. & Elvtr. Co. The transaction included four country elvtrs. in addition to the property here, and will give the Hunter Company a total of 21 country elvtrs. The Hunter Company will now have a mlg. capacity of 2,000 bbls. daily and wheat storage of 800,000 bus. here.

Hutchinson, Kan.—The Collingwood Grain Co. of this city has let the contract to the Jones & Hettelsater Co. for a 100,000-bu. reinforced concrete elvtr. at a new switch on the Rock Island five miles east of Plains. The house will be equipped with one 4,500-bu. leg, a 1,200-bu. hopper scale, manlift. The storage bins will include 3 deep and 2 overhead bins. A Kewanee Truck Dump and a 15-hp. Fairbanks-Morse Type Z Engine will complete the equipment. Geo. Gano will build a large fireproof elvtr. at the same station.

KENTUCKY

Hopkinsville, Ky.—The Acme Mills will rebuild its plant which was damaged by fire recently, the damages being estimated at $25,000.

Louisville, Ky.—The Ballard & Ballard Co. has started work on its new grain elvtr., which will consist of 24 tanks to hold 1,000,000 bus. It will cost $200,000. The new plant will have a storage capacity of 1,850,000 bus. The elvtr. will be as one unit, with a machine room and shaft rising 150 ft. in the center of the 24 tanks.

Adairville, Ky.—The Riverside Mills sustained a total loss by fire on March 24.

LOUISIANA

New Orleans, La.—Thru the courtesy of H. S. Herring, sec'y, we have received a copy of the 44th annual report of the Board of Trade, Limited. The book gives an accurate resume of all the activities for the year 1926 and also contains a number of good engravings.

MICHIGAN

Adrian, Mich.—Pliney Gratz has filed a petition in bankruptcy.

Dorr, Mich.—Mail addressed to Wm. Graczyk has been returned marked "Out of business."

Owosso, Mich.—Mail addressed to Fred Welch has been returned marked "Out of business."

Waterford, Mich.—Mail addressed to Geo. F. Gross has been returned marked "Deceased."

Collins (Lyons p. o.), Mich.—We are closing the elvtr. here.—Robert Cramer, mgr., Croel Elvtr. Co.

Three Rivers, Mich.—Mail addressed to C. L. Seekell & Son has been returned marked "Out of business."

Avoca, Mich.—Mail addressed to the Avoca Mlg. Co. has been returned to sender marked "Out of business."

Brighton, Mich.—Mail sent to the Brighton Producers' Ass'n has been returned marked "Out of business."

Ada, Mich.—Mail addressed to the Ada Mlg. Co. has been returned marked "Removed to Grand Rapids, Mich."

Breckenridge, Mich.—The plant of J. B. Crawford sustained a small loss by fire March 21. The blaze was caused by a defective chimney.

Port Hope, Mich.—Herman Stanke, with the Bad Axe Grain Co. for 22 years and former mgr. of the Ruth (Mich.) plant, is the mgr. of the Port Hope Farmers Co-op. Ass'n.

Port Austin, Mich.—The Bad Axe Grain Co. will rebuild its elvtr., which burned recently, with a more up-to-date one. The loss was estimated at $35,000, covered by insurance.

Plainwell, Mich.—The Easley Mlg. Co. is installing a new mlg. system and erecting a new structure on top of the mill to house the elvtr. heads. The improvements will cost about $30,000 and will increase the capacity of the mill from 250 bbls. per day to about 500.

Sturgeon (Norway p. o.), Mich.—N. H. Turner of Vulcan and Otto E. Wéibel of Missouri will build a new flour mill here. The building to be constructed will be fireproof, with machinery of the latest type and operated by hydro-electric power generated at the site.

Novi, Mich.—Harrison Johnson and Leo Gildemeister of Farmington have bot the Novi Elvtr. of A. L. Hill and will take possession April 18. John Walters of Detroit has been engaged as supt. of the plant. Mr. Gildemeister also owns the Farmington Mills and will continue in its management.

Britton, Mich.—B. T. Craig has sold his interest in the Walper & Craig grain business to J. J. Walper. Mr. Craig has been the successful mgr. of the plant for seven years and is retiring from the business because of poor health. He and Mrs. Craig will make an extended tour of Europe this summer.

Twining, Mich.—The elvtr. and office buildings of the Twining Bean & Grain Co. were totally destroyed by fire the morning of March 19. The loss is estimated by J. E. Martindale, pres. and general mgr., at about $40,000, fifty per cent covered by insurance. It is presumed the elvtr. will be rebuilt this spring or summer. The elvtr. of the same company burned six years ago.

Melvin, Mich.—No rebuilding plans for the immediate future have been made for the Kerr Hay & Grain Co., whose plant was recently destroyed by fire. Some of the hay sheds were not burned and they will be occupied temporarily. Farmers who had stored grain in the elvtr. lost about $15,000 on their grain, but were fully insured. The loss to the elvtr. plant was about $40,000, only partly insured.

MINNESOTA

Monticello, Minn.—The Northwestern Mlg. Co. is establishing a flour mill here.

Felton, Minn.—The Monarch Elvtr. Co. will build a 20,000-bu. city annex to its elvtr.

Waldorf, Minn.—Ralph Waddell, mgr. of the Farmers Co-op. Elvtr. for the past seven years, has resigned.

Moorehead, Minn.—The Farmers Elvtr. Co. has installed a disc separator in its elvtr. which was recently built.

Pine River, Minn.—Arvid Lundin is now in charge of the H. C. Ervin Co. elvtr., having succeeded John Kater.

Duluth, Minn.—E. B. Sheffield has been elected to membership in the Board of Trade. The membership of Chas. E. Lewis has been transferred.

Blooming Prairie, Minn.—The Farmers Co-op. Elvtr. Ass n incorporated; capital stock, $15,000. This company has taken the place of the Farmers Elvtr. Co.

Middle River, Minn.—C. L. Swanson, formerly of Pelican Rapids, is now mgr. of the Farmers Elvtr. Mr. Swanson formerly owned and operated an elvtr. at Pelican Rapids, which was destroyed by fire last fall.

Minneapolis, Minn.—Many milling and brokerage firms were cut off from the outside world recently in the Flour Exchange. A fire destroyed all the local and long distance telephone lines and service was impaired for two days.

Lake City, Minn.—R. C. Tennant, pres. of the Tennant & Hoyt Co., which operates a grain elvtr. and flour mill, died April 4 following a prolonged illness. Mr. Tennant was 67 years of age. The Tennant & Hoyt Co. was established in 1901.

Holloway, Minn.—Our elvtr. was destroyed by fire Dec. 14, 1926, so we are not in the grain business at this time, but shall try to refinance and build a new elvtr. some time this summer. We have no real mgr. at this time.—Wm. H. Dehne, pres., Co-op. Farmers Elvtr. Co.

Minneapolis, Minn.—A bill now in the hands of the labor com'ite of the state legislature calls for compulsory observance of Sundays by certain industries. In the case of mlg. and grain industries a period of 90 days is allowed for the rush season, but it is regarded as inadequate. A similar bill, which passed some years ago, was declared unconstitutional by the state supreme court.

Minneapolis, Minn.—R. C. Woodworth was elected pres. of the Grain Shippers Ass'n at the annual meeting held April 7 at the New Nicollet Hotel. J. P. Hessberg is vice pres.; Jas. A. Gould, sec'y-treas., and Robert F. Nicolai and Otto F. Bast, directors. Mr. Townsend of the Traffic Ass'n spoke briefly on the general grain rate hearings now in progress, which affect all rates west of the Mississippi river and export rates.

Waverly, Minn.—The Farmers Elvtr. Co. has brot a test suit against the government for a loss of $171.60, claimed to have been sustained because the United States Grain Corp. failed to supply sufficient carrying capacity to move 20 per cent of the company's grain during a period in 1919-1920 and the company was subjected to a claim for 35 cents per bu. of excess grain in storage. The government protests that no claim was filed at the time, altho thousands of other elvtr. companies presented their claims.

MISSOURI

Union Star, Mo.—The elvtr. of Frank Stire has been equipped with lightning protection.

Carthage, Mo.—Mail addressed to Clarence Schreiner has been returned marked "Unclaimed."

California, Mo.—The Gattermier Mlg. Co. is building a small grinding room at the rear of its mill for grinding feed.

Essex, Mo.—The grain elvtr. of the Scott County Mlg. Co., damaged by fire several weeks ago, is being rebuilt.—P.

St. Louis, Mo.—J. E. Compton will apply for membership in the Merchants Exchange on transfer of certificate from A. T. Bales.

Higginsville, Mo.—The Eagle Mill & Elvtr. Co. has installed new equipment in its elvtr. and made improvements to the building.

Curryville, Mo.—Ed. Wadell has succeeded Buford Noel as mgr. of the Curryville Elvtr. Co. Mr. Noel will move to Vandalia and engage in the meat business.

Macon, Mo.—Chas. Burkhart still owns the elvtr. but is not active in the work and has appointed a mgr. to handle his business.—R. E. Lauck, mgr., Macon Elvtr.

Madison, Mo.—The Farmers Elvtr. & Exchange reopened recently with a stock of groceries and feeds. The stock of the company was completely destroyed by fire about a month ago.

St. Joseph, Mo.—The Grain Exchange discontinued its Daily Market Bulletin Feb. 1, and receipts and shipments are now broadcast over KFEQ, thru remote control on the Exchange floor.

Slater, Mo.—The Slater Mills & Elvtr. Co. has added electricity to the equipment of its plant. This plant includes a 300-bbl. mill and two grain elvtrs. of 25,000 and 175,000 bus. capacity.

New Hampton, Mo.—Wm. Stevenson has bot the feed manufacturing, jobbing and grain business of W. J. Ebersole and will operate it as the New Hampton Mill & Elvtr. Co. Additional feed machinery will be installed.

St. Louis, Mo.—George Quigley, assistant to R. R. De Armond in charge of the sampling department, died Mar. 8. Fifteen years ago Mr. Quigley was a messenger boy with the Merchants Exchange and had worked his way to the position he held at the time of his death.

St. Louis, Mo.—Edw. Fay, formerly with the federal grain board, is the new supt. of the Burlington Elvtr. here. He became connected with the company early in February. Joe Jorumski, former supt., remained with him until the last of March when he moved to Arlington, Mo.

Caruthersville, Mo.—The elvtr. of the Ward-Coppage Elvtr. Co. was damaged to the extent of about $500 by a fire which started about 12:30 the night of March 29. The fire started in the roof of the building where the loading chutes are located. There was about 6,000 bus. of corn stored in the elvtr., but it was not touched by the fire. Insurance was carried on the corn, but the building was not protected. —P.

Malden, Mo.—Suit for $25,000 damages was recently filed by William H. Kelley against the Southeast Missouri Grain Co., as the result of an accident while he was in the employment of the concern, when he fell from the second to the first floor of the building. He alleges that a ladder on which he attempted to descend to the first floor was insecurely fastened to a sap-rotted wall and that it gave way and he fell to the floor, sustaining severe injuries. —P.

St. Louis, Mo.—The stations that we have sold are Effingham, Ill., grain elvtr., to E. D. Adams, who will operate the station. Stations at Vandalia, Mulberry Grove and Hagarstown, Ill., were sold to the W. A. Elam Grain Co. The stations that we now operate are as follows: Indianapolis and Terre Haute, Ind., warehouses; Marion and Mt. Vernon, Ill., warehouses; Kuhns, Mont., Peters, Troy, St. Jacob, and Marine, Ill., elvtrs.; Marthasville, Rhineland and McKittrick, Mo., elvtrs.—J. E. Robinson, ass't treas., Valier & Spies Mlg. Corp.

KANSAS CITY LETTER.

Kansas City, Mo.—A. W. Spehr has resigned as supt. of the Monarch Mlg. Co.

Kansas City, Mo.—W. G. Van Horn, with Goffe & Carkener, Inc., for over 16 years, is now traveling Kansas for the Ragan Grain Co.

Kansas City, Mo.—Trading in grain future privileges is to be revived by members of the Board of Trade. At 1:30 p. m. each day the market for bids and offers will be opened and continued for one-half hour.

Kansas City, Mo.—W. J. Jennison & Co. of Minneapolis have bot a controlling interest in the Zenith Mlg. Co. L. S. Mohr, pres. of the Zenith Mlg. Co., will continue with the firm, which will be operated under its present name. The Zenith mill is the oldest in Kansas City and has a daily capacity of 1,000 bbls.

MONTANA

New members of the Montana division of the North Dakota Grain Dealers Ass'n during March include the Farmers Elvtr. Co. of Reserve and the Farmers Elvtr. Co. of Outlook.—Sec'y P. A. Lee.

Lewistown, Mont.—That an independent community flour mill is practically assured was announced by Paul W. Koetitz, pres. and general mgr. of the Grass Range Flour Mills. The plant will be equipped with up-to-date machinery.

NEBRASKA

Belden, Neb.—Mail addressed to W. H. Moseley has been returned marked "Removed."

Lawrence, Neb.—H. J. Pohlmeier has succeeded J. G. Sturtevant as mgr. of the Farmers Union Elvtr. Co.

Johnson, Neb.—Mail addressed to the agt. of the Duff Grain Co. has been returned marked "Out of business."

O'Neill, Neb.—John E. Donahoe has been appointed mgr. of the Farmers Union Elvtr. to succeed E. M. Leach.

Sidney, Neb.—Farmers Elvtr. Co., incorporated; capital stock $25,000; by Fred Reker, N. W. Olson, and Seeger Armuth.

Oreapolis (La Platte p. o.), Neb.—Mail addressed to Fred H. Rutherford has been returned marked "Unclaimed."

South Ravenna (Ravenna p. o.), Neb.—Mail addressed to the Farmers Shipping Co. has been returned marked "Out of business."

Oakdale, Neb.—Affairs of the bankrupt Oakdale Mill, which includes a grain elvtr., will soon be completed and the business disbanded.

Burwell, Neb.—Wm. McDonald's elvtr., containing about 7,000 bus. of grain, burned March 19. The loss, about $12,000, was half covered by insurance.

Magnet, Neb.—The Coleson-Holmquist Co. has closed its elvtr. at this place and will put in some repairs. It will open July 1.—T. J. Boedeker, agt., Coleson-Holmquist Co.

Blair, Neb.—Fritz Matthiesen has bot the plant of the Farmers Co-op. Elvtr. C. M. Christensen, present mgr., will continue to handle the business for Mr. Matthiesen. The consideration was $14,500.

Kenesaw, Neb.—P. B. Mock, who has been mgr. of the Gurley (Neb.) Flour & Mlg. Co., has bot the plant of the Kenesaw Mlg. & Elvtr. Co. and will operate it as the Mock Mlg. & Elvtr. Co. The elvtr. has a capacity of 25,000 bus.

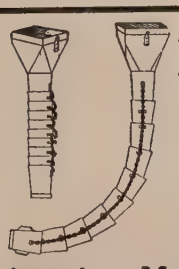
Ragan, Neb.—The Farmers Co-op. Ass'n bot the elvtr. of the Farmers Grain & Gen. Shipping Ass'n, and commenced business Oct. 1, 1926. The company has had repairs made to the elvtr.—Albert Anderson, mgr., Farmers Co-op. Ass'n.

Omaha, Neb.—Henry A. Stelter had his chest crushed and received other injuries when he was caught by a grain belt at the elvtr. of the Updike Elvtr. Corp. where he is employed. The Updike Elvtr. Corp. leases the C. & N. W. Ry. elvtr. here.

Wymore, Neb.—Business men will subscribe $25,000 for stock for erection of a flour mill by Black Bros. Mlg. Co. of Beatrice. The structure and equipment will cost $50,000. It will be the first mill here since 1889. It will have a daily capacity of 200 bbls.

Bostwick, Neb.—The Farmers Union Elvtr. Co.'s elvtr. and two carloads of shelled corn which had been run into the elvtr. the day before were completely destroyed by fire March 27, which started inside the office of the structure before daylight. This was the only grain elvtr. in the town and had been in service about 25 years. It will probably be rebuilt.

Guide Rock, Neb.—L. W. Ely has let the contract for a new studded, iron-clad 25,000-bu. elvtr. equipped with 18 bins, one 2,000-bu. leg with Clow-Winter Head Drive, wheat cleaner, a Hall Distributor, a hammer mill, 3 Fairbanks-Morse Enclosed Ball-Bearing Motors, manlift, truck dump, and standard lightning rod protection. The Federal Engineering Co. has the contract.



Loading Spouts

Grain Spouting

Immediate Shipment

American Machinery & Supply Co.
Omaha, Nebr.

Howe Scales *Kewanee Dumps*

Omaha, Neb.—W. H. Chambers of the United Grain Co. and Mrs. Chambers left recently for Keechi, Tex., where they will live on their country estate. Mr. Chambers has been engaged in the grain business for about 45 years, and was one of the oldest grain men in continuous service in this territory. The grain men on the trading floor presented Mr. Chambers with a beautiful gold watch before his departure.

Omaha, Neb.—The state supreme court commission denied the right of the Indemnity Insurance Co. of North America to subrogation of the proceeds of the sales of memberships in the Grain Exchange belonging to Gay W. Miller and T. C. Wilson, who were expelled from the Exchange. The court decided the insurance company was not entitled to proceeds from these sales, even tho it had paid to E. Stockham $3,141.74 which the Miller-Wilson Grain Co. failed to pay in a purchase from Stockham on the floor of the Exchange. The surety, the court said, has no greater rights than the creditor member.

Lincoln, Neb.—Senate file No. 228, introduced by Senator Theo. Osterman, is a bill for an act to regulate terms of settlement on carlots of grain handled on or thru any public markets., elvtrs., grain exchanges or trade ass'ns within the state. It provides that carlots of grain that have been inspected by any licensed inspector may be sold to be paid for basis shippers weights, as agreed by the buyer and seller in the trade. Also, "that grain inspected by licensed inspectors as above mentioned may be diverted or reshipped without having to be unloaded and weighed where inspected." A further provision is made that no person or persons shall be deprived of this diversion right by any rule of any market, Board of Trade, or similar organization operating within the state.

NEW JERSEY

Swedesboro, N. J.—Fire, believed to have started from lightning, destroyed a 97-year-old grist mill at Narriticon Lake. The loss is estimated at $25,000.

NEW YORK

Buffalo, N. Y.—The bill relieving grain brokers and commission men from the requirement of bonds and licenses in the handling of carlot cereals has been passed by the state legislature. It was prepared by Sec'y Fred E. Pond of the Corn Exchange.

New York, N. Y.—C. W. Austin resigned his position as supt. of grain elvtrs. for the state February 1, in order to supervise the unloading of grain boats frozen in the barge canal. He has now formed a salvage business under the name of C. W. Austin & Co., with offices in the Produce Exchange and will handle losses in the east.

New York, N. Y.—Fifty members of the New York Produce Exchange staged a minstrel show at the Waldorf-Astoria the night of April 4 before an audience of about 1,000 persons made up of brokers and their families. It was the first time in 20 years that the Exchange had given a minstrel show, and the revival proved a big success, as did the dance which followed. Walter Moore acted as interlocutor and was assisted by Leonard C. Isbister, Joseph M. Nugent, George M. Bress, Hugh A. Duffy, Joseph A. Abel, Clifford B. Merritt, Charles B. Crofton and T. W. Kane as end men.

NORTH DAKOTA

Colgate, N. D.—The elvtr. of the Cargill Elvtr. Co. was recently damaged by fire.

Tuttle, N. D.—The Farmers Elvtr. Co. has taken over the Farmers Oil Co. and will operate the oil business in connection with the grain and fuel business.

Carbury, N. D.—The Carbury Farmers Elvtr. Co. dissolved and we reorganized under the co-operative plan. Our new name is the Farmers Co-op. Elvtr. Co. C. Moun is pres. and H. V. Gerder, sec'y.—Anton Wall, mgr., Farmers Co-op. Elvtr. Co.

Finley, N. D.—It was erroneously reported that Bert Northrup of Lakota was the new mgr. of the St. Anthony & Dakota Elvtr. Co. Mr. Northrup was here as a relief agt. during my six weeks' sickness. I have fully recovered and took charge again April 1.—J. C. Walton, agt., St. Anthony & Dakota Elvtr. Co.

Hettinger, N. D.—The office used in connection with the plant of Richardson & Larson was destroyed by a fire on March 29, which presumably started from a locomotive spark on the roof.

Drake, N. D.—Steps to sell the state-owned mill and elvtr. here may be taken by the state industrial commission this summer. Governor Sorlie has intimated that if a reasonable bid cannot be obtained the plant will be sold for junk. Insurance and the wages of a watchman cost the state about $1,000 annually, whereas the best bid ever received on the property was $3,000. The subject of selling the property was broached at a recent meeting of the commission but no definite action was taken.

OHIO

Scipio Siding, O.—Mail addressed to D. M. Tusing has been returned marked "Out of business."

Toledo, O.—The plant of the National Mlg. Co. sustained a small loss by wind storm March 26.

Sherwood, O.—The Sherwood Co-op. Co. will soon quit business. It has been running about nine years.

Monroeville, O.—The Monroeville Co-op. Grain Co. will install a Direct Motor Driven Boss Air Blast Car Loader.

Wickliffe, O.—Mail addressed to the Wickliffe Supply Co. has been returned marked "Out of business."

St. Louisville, O.—Mail addressed to J. A. Black & Co. has been returned marked "Removed to Newark, O."

Glendon (Sabina p. o.), O.—Mail addressed to the agt. of the McDonald Co. has been returned marked "Deceased."

Findlay, O.—The Kirk Mlg. Co. is adding a McMillin Combination Wagon and Truck Dump to the equipment of its plant.

Weston, O.—The Rural Grain Elvtr. Co. has bot the J. V. Dirk elvtr. for $13,000. G. A. Lerdier will manage both elvtrs.

Kenton, O.—Mail addressed to Plank & Evans, props. of a brick mill and elvtr., has been returned marked "Out of business."

Olmstead Falls, O.—The Farmers Elvtr. Co. has built a new two-story office and is using the old office for storage purposes.

New Madison, O.—Wm. Brown, mgr. of the Farmers Grain & Supply Co., has bot the grain elvtr. of McCool & Ackerman at McCool station (not p. o.).

Ludlow Falls, O.—S. J. Rudy & Sons' elvtr. was broken into recently and several hundred dollars worth of clover seed stolen. The thieves have not been apprehended.

Toledo, O.—The 48th annual convention of the Ohio Grain Dealers Ass'n will be held here June 22 and 23 at the Hotel Waldorf.—E. T. Custenborder, Sidney, sec'y-treas.

Lucasville, O.—The Zeisler Grain Co. has changed its name to the Stevens Grain & Mlg. Co. J. S. Stevens is pres.; J. S. Stevens, Jr., vice-pres., and Wm. Zeisler, sec'y-treas.

Toledo, O.—J. S. Bache & Co., of Chicago, have discontinued their office here, but will continue to have a private wire on the Exchange floor. C. J. Murphy has been returned to Chicago.

Hogate, O.—The Hogate Grain & Suppy Co.'s office was broken into recently by thieves who gained entrance by breaking an office window. They drilled the safe but could not force open the cash compartment. The safe door was damaged almost beyond repair.

Mansfield, O.—The Cleveland Grain & Milling Co. has let the contract to Jas. Stewart & Co. for 10 additional concrete tanks with 700,000 bus. storage capacity. The tanks will be arranged in two rows at the end of the present tanks. A turning leg of 15,000 bus. capacity will be erected between the old and the new tanks. The new Ellis drier and the purifier are completed and running.

Stryker, O.—Thieves broke into the office of the Farmers Elvtr. recently and stole over $100 in cash, a radio set and batteries which cost $175, and a diamond ring belonging to Mgr. Frank Johnson which was valued at $100. Entrance was gained by prying open a window, and with an electric drill attached to a light socket the burglars drilled around the lock of the safe and then with a small charge blew the safe open.

Baltimore, O.—The Baltimore Grain Co. has installed a feed mill in its plant.

Gutman (St. John p. o.), O.—The elvtr of the Gutman Grain Co. was destroyed by a fire which started about one o'clock the morning of April 5. The fire was caused by lightning which struck the building about 12:30. Contained in the warehouse was $30,000 worth of flour, grain and seed. The adjoining coal yard, stocked with about 75 T, and two cars on the nearby siding, loaded with corn and oats, were also totally destroyed. The elvtr. was built 18 years ago at a cost of $20,000. It was partially covered by insurance and the contents were fully covered. Elmer Sheets of Botkins, the proprietor, has announced that the work of rebuilding will begin soon.

Tontogany, O.—Our new 90,000-bu. elvtr. has been running since Dec. 15, 1926, and handled over 100,000 bus. of grain and has proven very satisfactory in every way. The elvtr. and everything was designed by C. W. Franklin who has built and rebuilt eight other elvtrs. for us. We have the largest and fastest, the most economical elvtr. in the county, which includes 100-hp. boiler, 60-hp. engine, 40-car cob house, 4 large elvtrs., 15-ton wagon and truck scale, 1,500-bu.-per-hour sheller and corn cleaner, also large 1,500-bu. wheat cleaner, two large dumps, car unloading device (five cars per day), 3,000-bu. steam grain drier, grain purifier, scourer and cooler, all in one unit, capacity 1,000 bus. per hour. All machinery was bot of the Sidney Grain Machinery Co. Two men can handle this elvtr. with ease.—Hugh Miner, mgr., Royce & Coon Grain & Seed Co.

OKLAHOMA

Rosston, Okla.—The Farmers Elvtr. Co. is erecting a new warehouse.

Okarche, Okla.—The Farmers Co-op. Ass'n is installing a Boss Air Blast Car Loader.

Vinita, Okla.—Mail addressed to C. F. Oelke has been returned marked "Removed to Tulsa."

Welch, Okla.—The Bluejacket Mill & Elvtr. Co. has built a warehouse and will handle feeds.

Guymon, Okla.—The Light Grain & Mlg. Co. is building a concrete, fireproof warehouse, 16x48 ft.

Chickasha, Okla.—The Linton Grain Co. has bot the elvtr. belonging to the Chickasha Mlg. Co.

Brinkman, Okla.—Mail addressed to T. H. Pence has been returned marked "Moved; left no address."

Carmen, Okla.—Members of the Farmers Union recently held a meeting to discuss a co-operative grain elvtr.

Mehan, Okla.—Mail addressed to the Gem Grain Elvtr. Co. has been returned marked "No grain elvtr. company here."

Drumright, Okla.—Ollie Saffe is erecting a two-story brick building, 35x140 ft., to house a flour, feed and grain business.

Piper (Ames p. o.), Okla.—The Farmers Union Co-op. Exchange of Okeene is planning to rebuild its elvtr. here this spring.

Enid, Okla.—The Great Plains Mill & Elvtr. Co. has installed a 120-hp. Fairbanks-Morse Diesel Engine to replace its old electric motors.

Oklahoma City, Okla.—The grain dealers are working for the amendment of Sec. 7651 of the revised statutes providing for the refiling of mortgages on property when moved from one county to another, and that the record of filing all mortgages on cotton or grain shall be kept in a separate book of record, alphabetically under the names of the mortgagor. This will make it easier for the grain dealer to protect the interests of the holder of the mortgage.

Blackwell, Okla.—The Blackwell Mlg. & Elvtr. Co., one of the four subsidiaries of the Midland Flour Mlg. Co., will enlarge the storage capacity of its mill and elvtr. Roy Raymond, mgr. of the local company, believes that practically all wheat will be cut with combines in the near future, which will throw most of the wheat onto the market within three months, which is a much shorter time than previously. The result is that elvtr. and mlg. companies must make preparations to care for a larger amount in less time.

OREGON

Portland, Ore.—It is rumored that the Commission of Public Docks will increase the storage capacity of terminal elvtr. No. 4 500,000 bus., making the elvtr. one of 1,500,000 bus.

Portland, Ore.—The Northwestern dock will increase its capacity and remodel the present elvtr. to permit faster loading of vessels for handling of the new crop. Both additional bins and flat warehouses will be built.

Portland, Ore.—T. Shimasaki, local mgr. of Suzuki & Co., who is visiting in Japan, will be married this month and sail for San Francisco. Mr. Shimasaki has been in charge of the grain department of the above company for the past four years.

PENNSYLVANIA

Farrell, Pa.—J. B. Rouk has added a feed mill to the equipment of his elvtr.

Erie, Pa.—It is reported that the Freihofer Baking Co. will erect a mill of its own on a site recently bot here.

Corry, Pa.—The Hammond Elvtr. Co. has sold its feed business to the Union Produce Co. A new office building and warehouse will be erected by the Hammond Company.

SOUTH DAKOTA

Conde, S. D.—The Farmers Elvtr. Co. will install a boot tank and make general repairs in its plant here. The T. E. Ibberson Co. will do the work.

Hurley, S. D.—D. D. Muilenburg, mgr. of the Farmers Union Elvtr. Co., died recently of pneumonia. Surviving him are a widow and two daughters.

Seneca, S. D.—J. S. Smith has resigned as mgr. of the Farmers Elvtr. Co., because of poor health, and J. A. Benson has been selected to take his place.

Lake Andes, S. D.—It is not known whether or not the Hirsch Grain Co. of Tripp will rebuild its grain elvtr., which burned recently. The elvtr. formerly belonged to Harry Mansbridge.

SOUTHEAST

Gurley, Ala.—The Gurley Mlg. Co. incorporated; capital stock, $3,000; by L. M. Brannum, A. J. Williamson and W. M. Quick.

Norfolk, Va.—The Grain Dealers Ass'n, formerly the Norfolk Grain & Feed Dealers Ass'n, held its annual banquet Mar. 25. L. J. Smithwick was re-elected pres.; J. G. Ambrose, vice-pres.; W. C. Scott, sec'y-treas.; Fred C. Abbott, counsel.

Roanoke, Va.—We are contemplating quite extensive improvements in our plant here, beginning about May 1. We are going to make a special effort to have this work completed by the time the new crop of wheat is on the market. It will entail an expenditure of something like $50,000 to $60,000 and will increase our capacity to some extent. We will replace our equipment with the latest machinery.—M. F. Ring, vice-pres., Roanoke City Mills.

TENNESSEE

Newbern, Tenn.—The flour mills of the Newbern Mlg. Co., which burned recently, will be rebuilt. J. R. Cole & Son are the owners.

Nashville, Tenn.—P. T. Diehl has been appointed general mgr. of the Mero Mills to succeed L. A. Puryear, resigned. He has been connected with the Nashville Roller Mills for the past 10 years.

Lewisburg, Tenn.—A number of local business men have bot the property of the Lewisburg Mill & Elvtr. Co., owned by Claude Whitaker. The buildings will be enlarged, modern machinery installed and the plant put into operation.

Cleveland, Tenn.—The Cleveland Mlg. Co., which has been operating 25 years as a partnership, has been incorporated; capital stock, 2,250 shares without par value; by H. M. Knox, P. B. Mayfield, F. J. Harle, Frank Knox Harle and J. E. Johnston. The plant includes a grain elvtr.

Nashville, Tenn.—H. C. Blackwood has been appointed pres. of the Liberty Mlg. Co. to succeed G. A. Breaux, resigned. After the sale of this company under order of court and its reorganization about two years ago, Mr. Blackwood was made pres., but resigned within a year to give his entire attention to other business interests. This plant also includes a grain elvtr.

TEXAS

Brownfield, Tex.—The Farmers Gin Co. has installed a Boss Air Blast Car Loader.

Dallas, Tex.—Robbers wrecked the safe of the Scott Bros. Grain & Fuel Co. recently and escaped with more than $200.

Moore, Tex.—Moore Grain & Mlg. Co., incorporated; capital stock, $40,000; by J. M. Sorrell, R. L. Connelly and W. E. Sorrell.—P.

Dallas, Tex.—The Texas Grain Dealers Ass'n will hold its annual meeting at the Baker Hotel May 23-24. J. C. Crouch of the Crouch Grain Co. is chairman of the local entertainment com'ite.

El Paso, Tex.—The hay stack of Heid Bros., Inc., dealers in hay, grain and lumber, was recently practically burned to the ground. It is estimated the damage will run into thousands of dollars.

Floydada, Tex.—Work on the new elvtr. of the Marshall Grain Co. has started. This elvtr. will replace the one burned about a month ago. It will be of concrete and steel and have a capacity of 12,000 bus.

Love Field (Dallas p. o.), Tex.—The warehouse of the Knight Grain Co. and a large amount of grain and grain products were recently destroyed by fire. The loss is estimated at $25,000, partially covered by insurance.

Fort Worth, Tex.—The Grain Inspection Department of the Fort Worth Grain & Cotton Exchange made 10,012 protein tests during 1926 compared with 2,829 the previous year, and 368 germination tests during. 1926 compared with 587 in 1925 and 463 in 1924.—V. L. Nigh, chief inspector.

San Angelo, Tex.—The West Texas Elvtr. & Grain Co., which operates a mill and elvtr. here, has recently opened two branch houses, one at Big Lake and the other at Barnhart. The one at Big Lake is under the management of Ellison & Carroll and the one at Barnhart is managed by and under the direction of D. I. Taylor. These branches were established for the convenience of ranchers in this section.

Twichell (Perryton p. o.), Tex.—The Perryton Equity Exchange has let a contract to the Star Engineering Co. for an 18,000-bu studded iron-clad elvtr., to replace the one which burned recently. This elvtr. will be equipped with 10-T wagon scales, 10-hp. engine, truck dump, high capacity elvtr. leg, and automatic scales. The line shaft and head machinery will be set in S. K. F. Self-Aligning Ball Bearings. This elvtr. will be thoroly up-to-date and complete in every way.

Houston, Tex.—About $200,000 worth of improvements to the north side public port facilities will be made here this spring. One is the construction of a second story to the warehouse at Wharf No. 12. The other is the extension of the carrier house at the public grain elvtr. so as to allow for the loading of two grain ships at the same time. The carrier house will be extended 421 ft. in length, which will give a total length of 661 ft. Four or five additional spouts will be provided.

UTAH

Ogden, Utah.—The Globe Grain & Mlg. Co. has adopted the system of contracting with farmers of Millard county to grow 10,000 acres of grain for delivery in July, August and September. The price to be paid the farmers will be the market price at the time of delivery.

Ogden, Utah.—The Royal Mlg. Co. has added a third plant to its operations with the purchase of the Albers Bros. mill. New machinery is now being installed that will permit daily runs of 1,000 bbls. The mill has an elvtr. storage of 350,000 bus. and space has been arranged to accommodate additional elvtr. units to be erected later if needed. It is expected the plant will be ready for operation July 1. M. W. Sherwood, son of J. W. Sherwood, vice-pres. of the company, is mgr. of the plant.—J. H. Reid, assistant mgr., Royal Mlg. Co., Great Falls, Mont.

WASHINGTON

Coulee, Wash.—Guenther & Stark's warehouse and 15,000 bus. of wheat were destroyed by fire recently. The warehouse was partly covered by insurance, but it is not thought it will be rebuilt. The net damage is estimated at $10,000.

Walla, Walla, Wash.—The final account and report of Leslie R. Hoagland, a receiver for the Cameron Yenney Grain Co., was filed in superior court recently, showing liabilities of $501,365.36, while total current assets are $202,-952.24 and fixed assets $16,046.36, leaving a net deficit of $282,366.76.

Seattle, Wash.—The firm of James Richardson & Sons, Ltd., who operate on a large scale out of New York, Baltimore and gulf ports, have established connections here in order to export grain thru the Port of Seattle. The company has applied for membership in the Merchants Exchange and the Merchants Exchange Clearing House. The Pease Grain Co. will represent the Richardson Company in the Pacific northwest.

WISCONSIN

Greenfield, Wis.—The Falkenstern Mill was recently destroyed by fire.

Beldenville, Wis.—Mr. Archie has taken charge of the H. O. Junkman elvtr.

Stoughton, Wis.—J. C. Bickley has bot the Stoughton Mill from Theo. Edwards.

Eagle, Wis.—Donald W. Pardee, 50, who formerly operated an elvtr. here, died recently of heart trouble. Surviving are his wife and one daughter.

Fond du Lac, Wis.—The M. B. Helmer Mlg. Co. is planning to vacate its offices at the mill and establish headquarters at the elvtr. The change will be made May 1.

Center Valley, Wis.—The Center Valley Co-op. Warehouse Ass'n has filed articles of organization; capital stock, $1,500. The ass'n will own and operate elvtrs. and granaries.

Jefferson, Wis.—Pope & Lang have bot a building here and opened a feed store. The building formerly occupied by them will now be used for warehouse and elvtr. purposes.

Books Received

REPORT OF THE CONTROL DIVISION of the Kansas State Board of Agriculture for the Quarter Ending June, 1926, Section B on Feedingstuffs, published by the Kansas State Board of Agriculture, J. C. Mohler, Sec'y, Topeka, interestingly elaborates on regulations, commercial feed definitions and standards, value of feeds, a series of 8 tables giving every sort of tabulated information of interest along this line, and a host of valuable general information.

COST OF USING POWER ON WHEAT FARMS IN OREGON is a study of the comparative cost of harvesting and marketing bulked and sacked wheat when cut with combines drawn by tractors in Sherman county, Ore. The authors are R. S. Washburn, assistant agricultural economist, and H. D. Scudder, chief in farm management, Oregon Agricultural Experiment Station. Bulletin No. 1447, 44 pages, illustrated, Government Printing Office, Washington; price, 10 cents.

EUROPEAN CORN BORER, a Progress Report on its Investigation, is the most comprehensive and up-to-date publication covering this pest, its description, larval habits, adult habits, dispersion, natural enemies, diseases, control and quarantine, by D. J. Caffrey, entomologist in charge of corn borer investigations, and L. H. Worthley, administrator, corn borer control, of the Buro of Entomology of the U. S. Department of Agriculture. Bulletin No. 1476, 154 pages, profusely illustrated. Government Printing Office, Washington, D. C. Price, 35 cents.

COST OF PRODUCING WINTER WHEAT And Incomes From Wheat Farming In Sherman County, Oregon, by R. S. Washburn, Ass't Agricultural Economist, Division of Farm Management and Costs, Bureau of Agricultural Economics, and H. D. Scudder, Chief in Farm Management, Oregon Agricultural Experiment Station, descriptively and intelligently treats every phase entering into farm production of winter wheat, variations of costs per bushel of different groups of farmers observed, etc. Copies may be obtained by Journal readers by writing the U. S. Dept. of Agriculture, Washington, D. C., for Department Bulletin No. 1446.

What Is the Future of the Grain Business?

By F. A. Derby, Topeka, before Kansas Grain Dealers Ass'n

The grain business has had its ups and downs, mostly downs since 1920. Seventy-three elevators changed hands in Kansas last year, forty-three independents and twenty-seven co-operatives. This extreme number of changes tells the finish of a good many grain men.

No actual figures can, of course, be quoted and many individual grain men have failed but I do believe that figures in much larger amounts can be given of failures of farmers' co-operative and similar organizations. In talking with Mr. Smiley relative to this matter he was not able to give any accurate information as he stated that when an individual grain man gets hard up and near failure, or his business is losing money, he usually sells out, while if it is a farmers' organization it is a receiver and the closing out of the business is accompanied by considerable notoriety.

The farmers' elevator is in the grain business to stay, but I do believe there will always be a place for an independent dealer as I have known instances where a farmers' elevator controlled the whole business of the community and dissatisfaction developed, an individual was solicited to become a competitor of the farmers' organization and then the irony of the situation was that complaint was made by the manager of the farmers' organization that he kept prices too high. Generally speaking competition is desirable.

Passing the Buck.—A railroad man whom I talked with not long ago said his remedy for the farm situation was co-operative marketing. In other words, he wanted the remedy to affect other business rather than his. When it is a plum he wants it. If it is a persimmon he will let the grain man take it. A discussion of this subject doesn't get us anywhere.

The Combine has brought about a striking change, and it is really quite a problem to discover what is best for the future. In the great wheat belt of Kansas a large per cent of the grain is harvested and threshed in late June and July brings this wheat to the market practically thirty days earlier than formerly. It also brings it all, or a large part on the market during the harvest. It cannot be expected of the railroad companies to furnish equipment to move a crop while it is being harvested, and what means should be taken to take care of this surplus grain? If storage at the country elevator is built it could only be used for a small portion of the year and would be rather expensive. If it is piled on the ground as has been often done it is extremely wasteful.

Farm Storage.—Farmers as a rule do not build storage on their farms to care for the grain, yet it is my idea that they should. If you talk of terminal storage you only pile your wheat in the show windows of the world to affect the market bearishly, and you still have the question of congested transportation.

The question of the combine and storage are somewhat related as it is absolutely necessary that the farmer get his grain saved just as soon as he can after it is ripe, and undoubtedly the farmer could save some money by having the wheat on his farm and haul it himself as he gets time later in the season, and this hauling is no small item in the marketing of grain in Kansas as it costs from 5c to 15c a bushel, depending on the distance to truck grain to market at harvest time. Mr. Shorthill of a farmers organization of Omaha has said as to favoring storage of grain on the farm, that if it goes down it will not go so low with the grain on the farm as in a terminal market; and if it goes up it will go higher with the grain on the farm rather than at a terminal market. It is conceded that large storage could be built cheaper per bushel than at a country point or farm but it seems to me the matter of hauling and time saved at harvest overcomes this difference.

A Losing Business—That the grain business as a whole has been a losing proposition in the last five years is generally admitted. I believe that the one condition that has caused losses more than anything else is the fact that in the period of five years prior to 1920 grain men made money regardless of what they paid for the grain. This developed a feeling that all grain had to go up and margins on basis of purchases were overlooked. It is going to make some very hard knocks to bring the country elevator to old fashioned facts that "grain bought too high is always too high."

If you were in the grocery business you would note that all wholesaler's prices on sugar were the same, all hardware dealers quote the same price on nails; all railroads quote the same rate to Kansas City; your banks are all charging you the same rate of interest; common commodities in your grocery stores all sell at about the same price, and Ikey and Moses both charge you $49.75 for a suit of clothes. These prices are all made with a reasonable margin of profit and if they think they are not getting enough they do as the railroads are trying to do now, get their heads together and advance the rates. What's wrong then for grain men to say we will buy corn on 4c a bushel margin and it is selling today at 70c our track and Mr. Competitor and I will each pay 66c and by mutual agreement confirm such an arrangement? "No, no," says the law, "you can't do that. You are breaking one of the fundamental laws of our land." What is left then for us to do but by being a good friend with our competitor allow him to ship a reasonable amount of stuff, knowing that he will take his share anyway, and he as well take it with a fair margin.

Progress Means Change.—Different lines of business in different times and in different ways have had to accommodate themselves to changes account of progress. That the automobile has brought about more changes in the last twenty years than anything else is known. The carriage maker who didn't look into the future and realize that his business was gone was soon a back number; the same of the harness business; the livery and feed stable business; any many other lines connected with the horse and horse drawn vehicle. But grain will be used more and more as our population increases. Wheat is the staff of life over a large part of the world. Corn and sorghums have not their equal in food and feed for animals. Our social system will demand some means of distribution.

Price Fixing Laws.—Is it more than natural that when a man has devoted thirty years of his life to a business that he should have some concern or pride as to the standing and a thoughtful consideration of its future? The McNary-Haugen bill would relegate us to the same oblivion that the livery stable now enjoys so we naturally do not feel very kindly toward it. But if in the course of events it becomes necessary for a change which will eliminate the grain man I hope my experience may be useful in whatever plan may be adopted for the distribution of the farmers' produce. But the writers of the last McNary-Haugen bill were trying to see what they could do to keep as far away as possible from experienced grain men. The farm organization leaders are we know in close touch with political leaders and politics have played a great part in the propaganda of what is termed the farm relief question and business generally distrusts propaganda from this source. A great many people feel that farm conditions have been made much worse by the question being agitated and advertised and that the real demand for the McNary-Haugen bill is not from any great number of farmers but from the leaders of the organization who are playing politics and playing politics as I understand it may mean a great many different things but is summed up about as follows: trading influence for returns in the way of political preferment.

The little town has grown smaller account of the auto in the last two decades. We have seen great improvements in our roads and there are more to come. We have seen the bread wagon distributing bread baked 100 miles away thru rural communities. We have seen mills' pet trade names of flour become nearly valueless account of the lack of domestic use of flour. We have seen the growth of the big baking concerns who make a very large per cent of the bread consumed in this country today. So we must acknowledge that the world "do move" and that the wheels of progress grind exceedingly fine and those who can foresee its trend will reach success but those whose foresight is dimmed by habit or prejudice are doomed to penury and woe.

Adulteration and Misbranding.

Coleman (Tex.) Cotton Oil Mill consigned 85 sacks of misbranded (deficient in protein) cottonseed cake into Colorado. On July 21, 1926, the Consumers Cotton Oil Mills appeared as claimant, costs and execution of a $500 bond imposed, conditioned in part that the article be relabeled according to its correct contents.

S. F. Scattergood & Co., Philadelphia, Pa., shipped 270 sacks of misbranded linseed oil meal into Maryland. On July 23 and Aug. 6, 1926, the John T. Lewis & Bros. Co., Philadelphia, Pa., paid costs, executed sufficient bonds, and product was released to them for sale, conditioned in part that it be not sold or disposed of until labeled to show its contents, and inspected and approved by the U. S. Dept. of Agr.

Supply Trade

Advertising has helped the United States to show its tail-lights to the rest of the world.

I can hardly conceive of any manufacturing business rising to the full limit of its opportunity without advertising.—John N. Willys.

Muskegon, Mich.—"Jak-Tung," has recently been applied most fittingly to the small, three-wheeled truck manufactured by the Howe Chain Co., that is used for either hauling or storage.

There is a renewal of a vigorous agitation in favor of the establishment of country elevators in the Agentina press. The cost of bags in one year amounts to 125 million dollars, according to the *La Nacion,* which might be saved by bulk handling.

Nuevo Laredo, Tamps, Mexico.—A 250-bbl. flour mill housed in a reinforced concrete structure has just been completed for Sr. Ramon Gonzalez by the Jones-Hettelsater Cons. Co. Allis-Chalmers Co. mill machinery and motors were installed thruout.

Chicago, Ill.—The Weller Mfg. Co. is sending to the trade a circular describing, with illustrations, the White Grain Car Door Opener. Grain elevator operators who are desirous of reducing the labor of removing grain doors would do well to send for and read this circular.

Birmingham, Ala.—The Link-Belt Co. announces the opening of an office in this city, to be located in the Brown-Marx building. It will be in charge of W. H. Norton, for many years connected with the company's Chicago office. H. R. Haught will assist in the sale of silent chains.

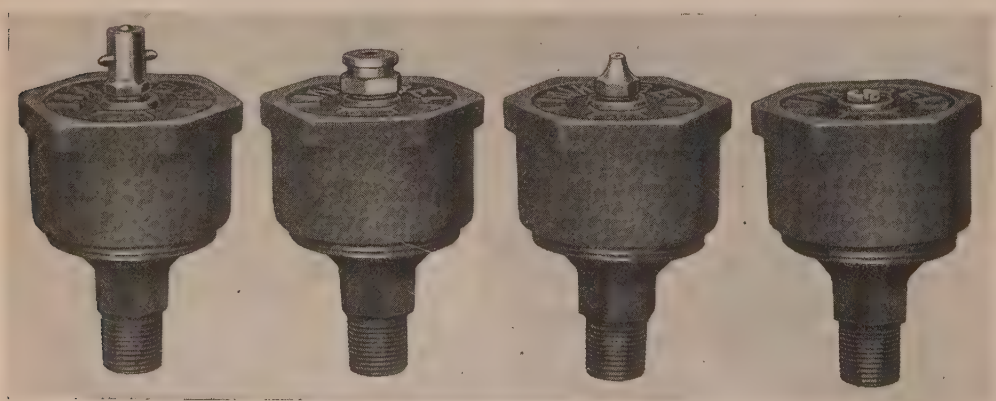
Minneapolis, Minn. — In an eight-page booklet entitled "Motorize Correctly" the Link-Belt Supply Co. describes in detail its Hinckley Head Drive, the Beyl Roller Bearing, Hinckley Boot Takeups, all Hyatt equipped, the Beyl Backstop and the Beyl Friction Clutch. A copy of this booklet will be sent Journal readers who write requesting it.

Hyde Park, Boston, Mass.—Planing mill exhausters of the slow speed, low power type are described by the B. F. Sturtevant Co. in a new Bulletin No. 303. This bulletin is valuable in the drafting room of the engineer, as it contains in addition to information covering dimensions, weights, etc., a general performance table whereby the proper size of fan, speed and hp. can be determined for the average medium sized exhaust installation without the necessity of complicated mathematical calculations. These slow speed exhausters are particularly adapted for handling materials that can be coveyed in a current of air such as grain elevator dust, and even such materials as shavings, sawdust, chips, dust from emery and buffing wheels and similar materials. Copies will be sent to readers of the Grain Dealers Journal on request.

Chicago, Ill.—At an annual meeting March 29 of the directors of Fairbanks, Morse & Co., W. S. Hovey was elected pres., the former pres., C. H. Morse, becoming chairman of the board. This is the first time this position has been held by a man not of the original Morse family. Born in 1875, a graduate of Cornell, Mr. Hovey joined the Sheffield Car Co., an affiliation of Fairbanks-Morse, in 1902, as Ass't Sup. Later he became Sup., which position he held until 1913, when he was transferred to the Beloit Works of Fairbanks-Morse as manager of the engine division. A few months later, saw him general manager of the plant. In 1919, Hovey was elected vice-pres. in charge of all the manufacturing activities of Fairbanks-Morse and in 1924, was made general manager of the entire business. His elevation to the presidency brings a man to the helm of this company who has worked his way up thru the ranks. His thoro grasp of all factors of this widely extended business makes him, in the opinion of his associates, well suited for the new office. He will remain general manager.

Scott F. Evans, Baltimore, Md., Deceased.

If we make the best of our opportunities we have nothing to fear from competition, for fair competition can truly be called a stimulus.



Group of Four Hex-Top Grease Cups with Alemi te Fittings.

A Correction.

In our issue of August 10, 1926, on page 174, we stated in error, the elevator plant for the South African Railways and Harbours was designed by Mr. A. W. Menkins, and hereby tender our apology to the Consulting Engineer. The entire installation, consisting of Two Port Elevators and 34 Country Elevators, including the whole of the Buildings and the entire mechanical equipment connected therewith, was carried out to the designs of the Consulting Engineer, Wm. Littlejohn Philip, of Westwood, Lansdown, Bath, England. The contract for the complete erection of entire system was secured by A. W. Menkins, while Spencer & Co., Ltd. of Melksham, England, secured the sub-contract the machinery for the Durban Port Elevator, and for the 34 Country Elevators, and similarly Henry Simon, Ltd., of Manchester, England, the sub-contract for the machinery for the Capetown Port Elevator.

Scott F. Evans Dead.

Scott F. Evans of Baltimore, Md., former president and manager of the Baltimore Pearl Hominy Co., died Mar. 8 in New York City. His funeral services were held at the home of a sister in Minneapolis, where he was formerly in the elevator building business.

German Reichstag has settled the import duty question by making no changes. This is expected to result in more business in rye with Germany.

A side-line of radios as a drawing card has proven profitable in many sections of the country. The farmer would rather pay for his radio with a load or two of grain than in hard cold cash.

Hex-Top Grease Cups With Alemite Fittings.

Of genuine interest to all manufacturers whose processes or fabrication require the use of grease cups, should be the announcement of Link-Belt Company, which describes its new "Hex-Top" malleable iron compression grease cup with alemite, or Zerk fittings.

The trade name "Hex-Top" describes very aptly the shape of the grease cup head. Six-sided, it offers, for turning, an easy purchase for any type of wrench, and a good grip for the hand.

The combination of compression grease cup and Alemite fitting is a distinct improvement over either article used separately.

An example of this would be in the lubricating system of a long belt conveyor using many grease cups for the idlers; here is the easiest, quickest and most economical way to fill all the cups at one time, it is said, is with a grease gun applied to the Alemite fitting, when the cap is turned up to a high point, but not entirely unscrewed or removed.

The filling can be done without waste of grease, and without any inconvience; the cup holds a good reserve for use of the compression feature; and an occasional slight screwing down by hand or wrench is all that is necessary until it is time to have a general refilling of the cups. If a bearing gets warm when the grease gun is not at hand, a turn or so of the cap takes care of the emergency.

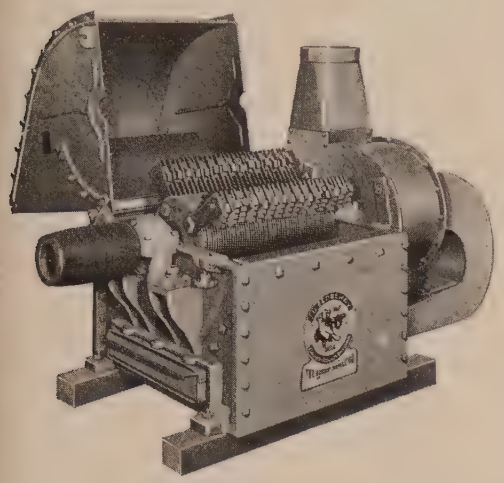
The fact that the cup may be readily filled in even the most inaccessible places—for relegation to such locations seems to fall to the lot of the lowly grease cup—is due to just as great an extent to the "Hex-Top" head as to its fittings.

It would seem that there were no end to the uses for this cup in industrial methods of today; and the "Hex-Top" malleable iron compression grease cup is reported to be available at once, supplied with various types of Alemite fittings.

An Unbreakable Feed Grinder.

By alloying steel with manganese a metal is obtained that makes the hammers of a grinding mill practically unbreakable. When in addition the hammers are given a certain freedom of play, as the "Jay Bee" Mill it is a guaranty of long life.

The hammers are slotted and reversible, giving hammer free play on its support bolt. When the hammer strikes any rock or tramp metal it can swing back and leave a clearance of about 3½ inches between hammer and screen. This prevents damage to any part of the mill. The mill has no knives, gears, burrs or breaker plates to wear dull or break, or heat the grain in the grinding.



The J. B. Sedberry Hammer Mill.

The material being ground is held in the air in suspension, and the "Jay Bee" does not even warm the feed. The material in suspension is ground by the steel hammers, each hammer having a crushing force of 3,000 pounds behind it, per revolution.

The "Jay Bee" grinds any hay, roughage or grain as fine as desired at a low cost per ton. The heavy perforated screens permit grinding to any degree of fineness. These screens can be changed in about two minutes, so that practically no time is lost in changing from fine to coarse grinding. Its low cost of operation is due to the ball bearing construction with alemite lubrication.

For large or small milling plants the ideal sizes are the mills having motor direct connected to shaft, for 50 and 30 horse power, or the standard belt drive mills in 5 sizes from 20 to 75 horse power. For small milling plants the No. 3 or large size "Jay Bee Humdinger" is suitable. The ideal farm mill is the "Jay Bee" Humdinger, made in four sizes for engines of 7 to 30 horse power. The engraving herewith shows open "Jay Bee" standard belt driven mill showing hammers and cylinder. The machine is built by one of the oldest and largest plants in the world specializing in light and heavy stampings from steel and other metals, and is distributed by J. B. Sedberry, Inc., who will supply additional information on request.

Portland Exchange Rules Construed.

Certain rules of the Portland Merchants Exchange were interpreted by the grain division com'ite March 24. They were as follows:

Tender of Sacked Wheat Against Contract—In the absence of evidence to show actual loading weight the weight shall be estimated at two and one-fifth bus. per sack on the number of sacks shown on the bill of lading.

Musty or Damaged Wheat—Musty wheat shall be settled for on sample basis.

Switching to Terminal No. 4—The switching charge on Willamette Valley wheat bot on Portland delivery basis is for account of the buyer.

A recommendation was put before the regular grain session on March 25 and adopted relating to "Trading Rule in Diversion to Interior Trading Points—Grain sold for terminal delivery or subject to official weights and grades shall not be diverted to interior points where official weights and grades cannot be obtained except with the consent of sellers having first been secured."

Fairbanks-Morse Takes Over Fairbanks Scale Business.

Fairbanks, Morse & Co. of Chicago has taken over the scale business of The Fairbanks Co. of New York.

In 1916 Fairbanks-Morse purchased E. & T. Fairbanks and Company, with its scale factories at St. Johnsbury, Vt., and East Moline, Ill. The Fairbanks Co. of New York, however, held the distributing rights for Fairbanks scales in the eastern and southern portions of the United States and abroad. The present transaction, therefore, gives Fairbanks-Morse complete control of the manufacturing and distribution of Fairbanks scales.

A scale manufacturing plant at Birmingham, England, as well as the London sales agency and all other sales agencies throughout the world, are included in the deal.

The history of Fairbanks scales, which began with the invention of the platform scales by Thaddeus Fairbanks of St. Johnsbury, Vt., in 1830, is one of the most interesting developments in American business. Previous to the invention of the platform scale, all weighing had been done with the old-fashioned steelyard. From this primitive contrivance, the platform scale, in a multitude of styles and sizes has been developed into an indispensable part of the equipment of almost every business, making possible the weighing of extremely small objects up to those weighing hundreds of thousands of pounds.

As a result of this early development, E. & T. Fairbanks and Company was organized. In 1858 they sent Mr. Greenleaf and C. H. Morse to Chicago to establish an agency under the name of Fairbanks & Greenleaf, for the distribution of Fairbanks Scales in the Western territory. In 1871 the name of the firm was changed to Fairbanks, Morse & Co., when C. H. Morse took charge of the business. As the company grew, it acquired manufacturing plants at Beloit, Wis., Indianapolis, Ind., and Three Rivers, Mich.

The Radio Corporation of America has produced a new broadcast receiver tube which eliminates the necessity of an "A" battery.

Only 250 of the 733 broadcasting stations are "on the air" more than three hours daily, according to the Federal Radio Commission. Twenty-five per cent of the stations at present operate less than one hour per day, 40 per cent less than 2 hours, and 65 per cent are on the air less than 3 hours a day on a yearly average.

Double Speed Reduction Gear.

The Falk Corporation has brought out a new line of speed reducers. These units feature the Falk continuous tooth, all steel herringbone gears. Like the units previously built by this company, the gears are precision made, silent and give high efficiency.

Special design of housing eliminates any internal ribs, projections or complicated cores. Lubrication has in this way been simplified and all possibility of dirt or core sand working into the gears is definitely removed. Added features are the airplane type steel-backed, babbitt-lined bearings that are capable of carrying heavier loads and an improved automatic continuous lubrication system. The speed reducer is designed with a system of splash lubrication from a large volume of oil contained in the base of the unit, efficient to operate for a year or more without any attention to lubrication.

A special feature is the Falk-Bibby shock absorbing flexible coupling, which is used for the connection between the motor and first pinion shaft.

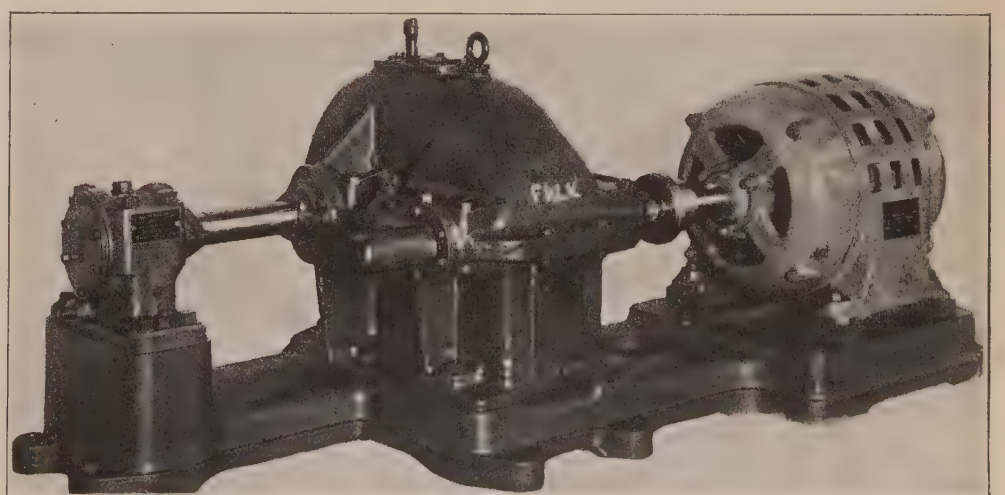
Based on years of experience, this line covers a certain number of standard reduction ratios. Standard motor beds have been adopted for these units. Standardization of units and beds in accordance with general industrial demands makes possible stock delivery of this precision product.

For grain elevator head drives there is included as a special feature a high speed back stop of the roller ratchet type, attached to the first pinion shaft and entirely inclosed within the housing of the speed reducer. This back stop revolves absolutely free when the elevator is in operation, but effectively prevents any backward movement of the head pulley. The operation of this back stop is not dependent on the commencement of the backward movement, consequently there is no jar or shock when it goes into action.

The reducers are made in three types—single reduction for ratios up to 9:1, double reduction for ratios up to 70:1, and triple reduction for ratios up to 300:1. The unit is adapted for high motor speeds and these drives are standardized for 900 r.p.m. motor on all sizes from 75 h.p. to 200 h.p. Smaller sizes are usually furnished with a motor at 1,200 r.p.m. This is a decided advantage over slow speed motors on account of lower first cost and better power factor.

A double reduction unit No. 7D is shown in the illustration herewith.

At the request of the War Department the Bureau of Agricultural Economics recently gave a course of instruction in the grading of grain to army officers who buy oats and corn for army horses and mules. The officers were taken to Baltimore one day to observe car and ship sampling and inspection of grain. Now they are not licensed inspectors.



The New Falk Double Reduction Herringbone Gear and Electric Motor.

Seeds

Unadapted seed is responsible for many, many failures.

Wisconsin farmers are being strongly urged to test their seed corn.

Nashville, Tenn.—Ira W. King has become associated with the Gibson Seed & Products Co.

Phosphates generally make a big showing on barley and wheat, and often on oats, and especially on alfalfa.

Paterson, N. J.—Wilson S. Brower Co. recently incorporated with a capital stock of $125,000 to deal in seeds.

Milwaukee, Wis.—Fred W. Kellogg, president of the Kellogg Seed Co., is broadcasting interesting seed talks over WGWB.

Alfalfa seed planted from one-half to three-fourths of an inch deep is an ideal depth in regards to the stand anticipated.

St. Louis, Mo.—Ed. F. Mangelsdorf & Bro. are moving into their recently purchased most-modern seven-story seed warehouse.

Wichita, Kan.—Jones Seed & Mlg. Co. plans to dispose of its seed business to permit devotion to the wheat cereal foods business.

New York State farmers are sowing barley instead of corn this season, because of their fear of further devastations by the corn borer.

Glendive, Mont.—The Jerome B. Rice Co. of Bozeman is understood to be contemplating the establishing of a seed distributing house here.

Dale, Ind.—The J. A. McCarthy Seed Co. of Evansville, Ind., has established a branch business here, with Theodore Lubbehusen in charge.—C.

Treatment of sorghum seed for smut in the future is as essential as it has been in the past. Copper carbonate dust is the only practical and safe method of treatment.

Nashville, Tenn.—The Southern Seedsmen's Association will meet here on June 23-25. Special arrangements for those going to the Detroit meetings are being arranged.

Minot, No. Dak.—Valker-Christensen Co. purchased the 54x160-ft. Minot Potato Warehouse and equipment therein, and are remodeling same into a modern seed cleaning and feed grinding plant.

An intensive legume and purebred seed grain campaign is being planned in a number of Wisconsin counties as a forerunner to the annual state grain show to be held in Antigo early in November.

Southwestern dealers would do well in urging farmers to test the germination of all sorghum seed which they expect to plant, as most of it is unusually low per cent this year, due to the uneven ripening caused by early fall rains of last year. If the germination is known the rate of seeding

Imports and Exports of Seeds.

Imports and exports of seeds for February, compared with February 1926, and for the two months ending with February, are reported in pounds by the Buro of Foreign and Domestic Commerce as follows:

IMPORTS.

	February		Two months ending February	
	1927	1926	1927	1926
Alfalfa	901,208	558,963	1,841,087	906,313
Clover	3,895,680	7,123,772	8,760,051	14,225,569
Gr. seed	950,186	943,774	1,504,062	2,263,165
EXPORTS.				
Alfalfa	154,543	24,898	340,270	128,497
Clover	347,063	48,997	498,306	167,333
Timothy	1,541,554	2,076,223	3,638,605	3,037,652
Other grasses	265,422	370,051	682,857	838,741

"Sagrain" has been pronounced simply a selection of the Schrock sorghum by the U. S. Dept. of Agriculture. A high price for the seed was being commanded in the south because of its supposed superiority.

New Jersey Experiment Station germination reports on seed corn indicate over half the crop is unfit for planting. Lateness of maturity and freezing weather last fall and winter is accredited with the responsibility for this condition.

Ohio seed laws do not require seed mailed in or shipped in parcel post to be labeled with the number of weed seeds contained, etc., whereas seed companies within the state are required to fulfill these and other regulations when shipping intrastate.

Williamette Valley, Ore.—Tangier peas and Hungarian vetch, two of the most popular crops introduced by the Oregon Experiment Station in many years, are finding great favor in this section, supplanting hundreds of acres of common vetch.

Louisville, Ky.—Hamilton Rogers, only son of Ira Rogers of the Lewis Implement & Seed Co., was killed Mar. 18 when his motor struck a stack of unlighted building material parked in the street. The coroner's jury held the incident an unavoidable accident.

Louisville, Ky.—F. N. Lewis, 81, president of the Lewis Implement & Seed Co., died Mar. 21, after an illness of but a week. He had been in the indicated line of business for the past three score years. His son, Hamilton H. Lewis, is expected to succeed him in the active management of the firm.

Club Mariout has proven the heaviest yielding barley seed yet sown. In a five-year test it made an average yield of 20.3 bus. per acre and 38.3 pounds per bushel, against 17.9 bus. per acre by the Coast barley and 14.8 by the Stovropol. Further advantages are that it ripens sooner and has a shorter straw-threshing cleaner.
can very easily be regulated.

Because of the extreme importance of good seed, the line elevator companies in Manitoba have arranged with the Deputy Minister of Agriculture for the province, to have sent to each elevator a number of copies of the three bulletins entitled—"Good Seed Pays," "Prevention of Cereal Smuts," and "Cleaning Seed"—for convenience of distribution.

Indianapolis, Ind.—H. R. Kraybill, state chemist, has sent out information to the effect that a great many farmers are not familiar with the fact that if they advertise seed for sale in their sale bill or newspaper it brings them under the provisions of the Indiana state seed law, providing that seed advertised for sale must be tagged with the correct state seed tags. This should result in increased sales thru legitimate channels.—C.

The experiment stations of some states continue to issue lists of farmers having seeds to sell without any outside pressure from the legitimate trade. Untested seed from every Tom, Dick and Harry will eventually be history, and all seed will flow into highly specialized commercial trade channels where those cleaning it have financial responsibility and a reputation to maintain. But what are you and your seed association doing about it?

By exposing seeds, bulbs and tubers to "soft" X-rays for a carefully measured period, a Russian botanist reports that he has stimulated their development, resulting in stronger roots and an increased yield. He explains that the "soft" rays are of longer wavelength than the "hard" rays which have greater penetrating power. Exposure to the "soft" emanation must be given for an exact time, the investigator declares, and considers his discovery of the proper length of treatment an important advance in the process of submitting seeds to X-rays, an experiment which has been attempted for some time but without encouraging results. It was found that light had the effect of lowering the yield from treated seeds, so that they must be kept in the dark until planting, and too long an interval between the exposure and the sowing also had a harmful effect.—Popular Mechanics.

New Seed Trade Marks.

Northrup, King & Co., Minneapolis, Minn., filed trademark Ser. No. 242,689, the word "PARKVIEW," particularly descriptive of lawn-grass seed.

The Albert Dickinson Co., Chicago, Ill., filed (Ser. 243,186) "CLUB GREEN" in application for trademark particularly descriptive of lawn-grass seeds.

Woode J. Batson, doing business as Spencer (Ia.) Popcorn Co., filed trademark Ser. No. 224,226, the words "OH BOY," particularly descriptive of raw pop corn.

The Forrest Seed Co., Inc., Cortland, N. Y., filed trademark Ser. No. 241,334, the words "GOLD STANDARD," particularly descriptive of field, garden and flower seeds.

The J. M. McCullough's Sons Co., Cincinnati, O., filed trademark Ser. No. 243,008, the words "Buckeye Brand Seeds," on a background representing the borders of the state of Ohio, particularly descriptive of seeds, plants, and bulbs.

Corn Import Quarantine Changed.

Shipments of shelled corn and seed of the other plants covered in the corn borer quarantine which, upon inspection at the port of arrival, are found to be fouled with cobs or other portions of the plants may be refused entry.

The importation of shelled corn from Canada will not be allowed unless the invoice is accompanied by an original certificate issued by a duly authorized official of that country stating that the article in question covered by the certificate was thoroly inspected by him or under his direction at the time of shipments and was found, or believed to be free from infestation with the European corn borer and other insect pests and plant diseases and free from mixtures of cobs or other portions of the plant.

Such certificate shall give the date of inspection, name of the grower or exporter, and the district or locality where grown:

Provided, that such certification may be

Seed Movement in March.

Receipts and shipments of seeds at the various markets during March, as compared with March, 1926, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
FLAXSEED.				
Chicago, bus.	169,000	96,000	.....	1,000
Duluth, bus.	299,511	193,752	311,565	218,438
Milwaukee, bus.	10,010	8,580	.....	1,430
Minneapls., bus.	272,590	319,820	89,490	155,860
Montreal, bus.	28,548	59,414	.....	.....
New York, bus.	707,400	.....	.....	.....
Superior, bus.	168,030	143,546	15,593	47,354
KAFIR.				
Galveston, bus.	.....	.....	187,500	.....
Houston, bus.	.....	.....	38,573	.....
Hutchinson, bus.	148,200	65,000	.....	.....
Kans. City, bus.	292,600	267,700	257,000	336,000
St. Louis, bus.	61,200	58,800	26,400	24,000
Wichita, bus.	19,200	3,600	9,600	3,600
MILO.				
Galveston, bus.	.....	.....	32,142	.....
St. Jos., bus.	4,500	.....	.....	.....
Wichita, bus.	18,000	2,400	4,800	8,400
CLOVER.				
Chicago, lbs.	1,671,000	2,888,000	2,102,000	985,000
Milwaukee, lbs.	203,612	495,420	1,585	300,600
New York, bags	430	.....	2,904	.....
Toledo, bags.	799	1,751	6,059	6,062
TIMOTHY.				
Chicago, lbs.	2,601,000	2,316,000	3,079,000	3,270,000
Milwaukee, lbs.	68,300	93,430	.....	.....
Toledo, bags.	1,622	1,644	2,686	1,446
ALSIKE.				
Toledo, bags.	168	513	601	673
SORGHUMS.				
Cincinnati, bus.	4,200	2,800	.....	.....
Ft. Worth, bus.	757,800	183,400	102,200	119,000
New Orleans, bus.	70,000	56,000	.....	.....
CANE SEED.				
Ft. Worth, bus.	117,000	207,000	4,000	4,000
Kans. City, bus.	67,850	50,700	11,500	16,100
Wichita, bus.	9,600	10,800	13,200	4,800

waived as to provinces or districts on the presentation of evidence satisfactory to the United States Department of Agriculture that such provinces or districts have not been reached by the corn borer, such waiver to become effective at any authorized entry port (see regulation 3) upon the receipt of notification of such waiver from the Department of Agriculture by the customs collector of that port.

Smutty Wheat in Kansas.

Wheat shippers generally thruout the Southwest protested vigorously against the change made in the grading of wheat by the Federal Supervisors last July. At the recent meeting of the Kansas Grain Dealers Ass'n T. B. Armstrong, First Ass't Inspector of the Kansas Dept. said that the ruling of the supervisors reducing the number of smut balls permissible in wheat greatly increased the number of car loads of wheat arriving in Kansas City and grading smutty. From July 1 to 16 the Kansas Dept. inspected at Kansas City, 7,263 car loads of wheat out of which 876 or 12% graded smutty. Then the new interpretation of the rule was enforced and during the last half of July out of 10,504 cars of wheat received in Kansas City 2,508 or about 24% graded smutty.

During the month of August, 8,925 cars of wheat were inspected in Kansas City by the Kansas Dept. and 2,739 or about 30½% graded smutty under the new interpretation of the rule. As the discounts were very wide and most discouraging to wheat shippers and growers it should be easy for them to figure out the damage to their bank acounts by this new and rigid interpretation of the rule regarding smut in wheat.

Shippers who cannot induce their farmer patrons to stop growing smutty wheat should discount every load liberally and try to blow out as much of the smut as possible. It may be a good blowing would reduce the number of smut balls sufficiently to permit the inspector to grade it without smearing the certificate with that word "SMUTTY."

Alfalfa Seed from South America Must Be Stained Orange-Red.

Secretary of Agriculture Jardine on Apr. 2 announced his determination that alfalfa seed grown in South America is not generally adapted for agricultural use. Accordingly, on and after July 2, 1927, alfalfa seed grown in South America will be permitted entry into the United States only if at least ten per cent of this seed is stained an orange-red color.

It appears certain that South American alfalfa seed is generally unadapted for agricultural use in the New England States, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa and Missouri. It is especially worthy of note that these states for the past several years have been decidedly the heaviest purchasers of shipped-in alfalfa seed.

From the experimental evidence regarding the use of South American alfalfa seed in North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Tennessee, it is believed that satisfactory crop yields may be expected, but it is estimated that these states purchase a comparatively small amount of the total quantity of shipped-in seed used in this country. Because of the probable importance of alfalfa-growing in these states, however, and the desirability that experiments with as many types and strains of alfalfa as possible may be encouraged, in order to determine the strains most advantageous for these several states, it has been deemed necessary to provide for identification of alfalfa seed imported from South America.

Ninety days after the date of this determination, seed of alfalfa grown in South America will be prohibited entry unless at least ten per cent of the seed in each container is stained an orange-red color.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Burlington G. F. O. 4202-H, effective Apr. 19, governs transit privileges on grain west of Missouri river.

B. & O. supplement 1 to H-3465-A, effective Apr. 16, covers charges for moving loaded cars between elevators, etc., at stations on the B. & O. in Ind., Ky. and Ohio.

B. & O. issued supplements 1 to I. C. C. 20918 and 7 to I. C. C. 19699, effective Mar. 14, grain, grain products and grain by-products from stations on B. & O. to stations in Del., D. C., Md., Pa., Va., and W. Va.

B. & O. supplement 3 to 20816 becomes effective Apr. 15; grain, grain products and grain by-products from B. & O., Pennsy, Monongahela rys., to Baltimore, Lexington, New York, Philadelphia, Richmond, Wilmington, Washington, etc.

B. & O. has issued supplement 16 to I. C. C. 20153, grain and grain by-products on grain from stations on the B. & O. to points in Ill., Ind., Ky., Mich., Mo., N. Y., O., Pa., W. Va., Wis., and Canada, effective Mar. 24 (restoration of navigation season, 1927).

Chicago Great Western will publish a supplement to I. C. C. 5202 to republish Item 225 of the tariff covering milling-in-transit privileges on flaxseed at Chicago, effective Apr. 15.

J. E. Johanson supplement 26 to 139-A, effective Mar. 18, issued in compliance with suspension of I. & S. Docket 2873, gives rates on grain, grain products, hay and straw between stations in Okla. and Tex. and stations in Kan. and Mo. and E. St. Louis.

J. E. Johanson supplement 7 to 32-W, effective Mar. 18, issued in compliance with suspension of I. & S. Docket 2873, gives rates on grain, grain products, hay, seeds and articles taking same rates from points in Ark., Colo., Ill., Ind., Ia., Kan. Ky., Minn., Mo., Neb., N. Mex., S. D., Tenn., Wis and Wyo., to points in Tex.

J. E. Johanson supplement 5 to 47-L, effective Mar. 18, gives rates on grain, grain products, hay, seeds and articles taking same rates from points in Ark., Colo., Ill., Ind., Ia., Kan., Ky., Minn., Mo., Neb., N. Mex., Ohio., Okla., S. D., Tenn., Wis. and Wyo., to points in La., also points in Ark., in compliance with suspension of I. & S. Docket 2873.

Milwaukee supplement 12 to 11244-D, effective Apr. 25, gives transit charges on wheat and coarse grain at stations on the line.

Milwaukee supplement 37 to 6952-H, effective Mar. 22, gives grain, grain products, flax, flour or millet seed rates between stations on the Milwaukee, B. A & P., W. S. S. & Y. P., and Chicago, Duluth, Milwaukee, Twin Cities, Sioux City, Omaha, Kansas City, etc.

Milwaukee supplement 72 to 2463-H, effective Mar. 22, gives grain, grain products and flaxseed rates between Atchison, Chicago, Duluth, Kansas City, Peoria, etc., and stations on the Milwaukee and connections in Ill., Ia., Kan., Mich., Minn., Neb., N. D., S. D and Wis.

Nickel Plate tariff 1227, effective Apr. 17, gives rules governing the milling of corn in transit at Pekin, Ill.

Nickel Plate tariff 1225, effective Apr. 17, gives rules governing the milling of corn in transit at Granite City, Ill.

The North Western has gained permission to publish supplements to I. C. C. 9536, 9063, 9580 and 9566, to cancel revised rates on grain, etc., published in Supplements 2 to I. C. C. 9536, sup. 10 to I. C. C. 9063, sup. 1 to I. C. C. 9580 and sup. 5 to I. C. C. 9566, which were under postponement until Apr. 1; also cancel effective the same date the supplements to tariffs indicating such postponement and, in lieu thereof, provide for the continuation of existing rates, effective Mar. 31.

N. & W. supplement 5 to G. F. 93, effective Apr. 18, gives rules governing transit privileges on grain at N. & W. stations north of Ohio river, also at Kenova.

The Omaha was granted permission to publish supplements to I. C. C. 4664, 4584 and 4668, to cancel revised rates on grain, etc., published in supplements 2, 7 and 7, to the respective tariffs, which were under postponement until Apr. 1, also effective the same date cancel the supplements to said tariffs indicating such postponement in lieu thereof provide for the continuation of existing rates, effective Mar. 30.

Pennsy tariff 338, effective Apr. 15, gives rules governing the milling or malting of grain in transit at Frankfort, Ind.

Pennsy supplement 23 to 73, effective Apr. 15, gives rates on grain and grain products from stations on the Pennsy, P. C. & Y., P. & L. E. and P. L. & W. to stations in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va. and Wis.

Pennsy supplement 47 to 74, effective Apr. 15, gives rates on grain and grain products from stations on the Pennsy, B. C. G. & A., M. & N. E. and Y. S. L. to stations in Ill., Ind., Ia., Ky., Mich., Minn., Mo., N. Y., O., Pa., W. Va. and Wis.

Rock Island supplement 48 to 21432-J, effective Mar. 19, covers switching and other terminal charges, also car rental charges at junctions and other points on the line, including elevators, etc.

F. L. Speiden supplement 2 to 94-F, effective Mar. 20, gives rates on grain, grain products, grain animal or poultry feed and spelt from Cincinnati, Louisville, Evansville, Cairo, St. Louis, Memphis, Mobile, Gulfport, Pensacola, etc., to points in Ala., Fla., Ga., Ky., Miss., N. C., S. C., Tenn. and Va.

Soo Line supplement 13 to 30700, effective Apr. 18, gives rates on grain, grain products, flaxseed and millet seed and articles taking same rates between stations on the Minneapolis, Duluth, Superior, Winnipeg and Mo. River Division of line, also stations on the M. C., M. A. & C. R., M. N. W. E., M. W. and Twin Cities, Minnesota Transfer, Duluth, Superior, etc.

T. P. & W. tariff 447, effective Apr. 20, gives proportional rates on grain and grain products from Peoria to E. St. Louis, Ill.

Wabash supplement 4 to L-9907, effective Apr. 20, gives rates on grain, seeds and their products from stations on the line in Ill. and Mo., also St. Louis and Hannibal to points in Ill., Ia., Minn., Mo. and Wis. on connecting roads, also Fargo and Sioux Falls, also between St. Louis and I. S. U. Co. in Ia.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, $3.00; paper, $1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, $2.50; cloth, $2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 3¾x6 inches. cloth bound. Price $2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x5¾ ins. Cloth bound. Price $2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, $20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. $15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price $15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition. Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, $12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6¾x8¼ ins. 350 pages, bound in keratol. Price $10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Feedstuffs

Burbank, Cal.—The burned plant of the Union Supply & Feed Co. will be rebuilt.

Adams, N. Y.—Mosher & Grow, Inc., have secured ownership of the Adams Feed Co.'s business.

Chittenango, N. Y.—Thieves chiseled the safe of the E. H. Cook & Sons feed and flour mill last month and took $40 in cash.

Grandview, Wash.—Two large grain bins are being erected for the Grandview Feed Mills. A full line will now be manufactured.

Minot, N. D.—Valker-Christensen Co. is converting the 54x160 ft. potato warehouse just secured here into a modern feed grinding plant.

Wichita, Kan.—The Jones Seed & Mfg. Co. contemplates disposing of its seed and feed business to allow concentration on wheat cereal foods.

Port Costa (California) grain warehouses are being overrun with rats. The bay shore cities face the most devastating influx of these pests known in years.

Flax straw is now being used to a limited extent in the manufacture of commodities ranging from celluloid to fish nets, but only a small part of the total production is so utilized.

Birmingham, N. Y.—The Geo. Q. Moon Co. has overhauled its 100-T feed plant and is installing a new 400-bbl. corn meal and grits mill. This company is also in the grain business.

Des Moines, Ia.—The House passed File 435, a bill for an act to amend Sec. 3114 of 1924 code, relating to the labeling of commercial feeds, specifically requiring protein content of feed to be digestible.

The German Foreign Trade Ass'n has petitioned the Ministry of Food for a temporary suspension of import duties on cattle feed, especially barley and corn, on account of the failure of the potato crop and the increase in pig breeding.

Kansas City, Mo.—The recently enlarged five-story mill of the Southard Feed & Mlg. Co. was destroyed by fire Apr. 7, at an insured loss of $150,000. The 200 carload capacity warehouse and the 75,000 bu. elvtr. were saved. Manufacturing machinery was damaged beyond recovery.

Watertown, N. Y.—Farwell & Rhines Co., of which Frank J. Rhines is mgr., increased its capital stock on Apr. 1 from 1,500 shares of common stock to 5,000 shares of preferred stock and 10,000 shares of common. This change was made to provide for future expansion of the new organization taking over the business of this half-century old cereal institution. W. H. Blakeslee, late of the Woolworth Co., is the new general sales manager. World-wide distribution is planned.

Cedar Rapids, Ia.—The Three-Minute Cereals Co. has purchased the properties of the Leonard Hi-Oven Co., which have been occupied by the former organization since its removal here from St. Louis three years ago.

New Feed Trade Marks.

Universal Mills, Fort Worth, Tex., filed trademark Ser. No. 244,581, the combination of words, "MO-FUL," particularly descriptive of feed for livestock.

J. R. Watkins Co., Winona, Minn., filed trademark Ser. No. 242,870, the letters "WATKO," particularly descriptive of hog, poultry and livestock mineral rations.

Chapin & Co., Chicago, Ill., filed trademark Ser. No. 244,543, descriptive of prepared dairy feeds. The mark is a circle within which appears the word "AJAX" and a full silhouette of an armored warrior of old.

Cain Bros. Mlg. Co., Leavenworth, Kan., filed trademark Ser. No. 243,345, particularly descriptive of mill feed, etc. The mark is that of an archer with drawn bow, with castles and woods making up the background. "Cain's ARCHER" constitute the inscription.

When Is An Ingredient Appreciable?"

E. P. MacNicol, sec'y of the Southern Mixed Feed Manufacturers Ass'n, undertook to clear up just what is meant by the term "appreciable amount" in feedstuffs regulations. The Ass'n's attorney obtained the following explanation from P. B. Dunbar, asst. chief of the Bureau of Chemistry at Washington:

We have found this to be a most difficult question to answer satisfactorily, particularly where the inquiry is general and not specific in its nature. This question has arisen very frequently in connection with labels showing a list of ingredients such as ordinarily are placed upon mixed stock feeds. Under the federal food and drugs act there should appear no statement on the label of a foodstuff which is misleading or deceptive in any particular whatever. The courts have adopted extremely strict interpretations of this provision.

In the last analysis the question revolves itself into what amount of the ingredient named the average purchaser would expect to be present. This undoubtedly will vary with the nature of the ingredient in question and also with the nature of the other ingredients present, since some ingredients will affect the quality and nutritive value of the feed more than others and the same ingredients may exert varying effects upon the quality and nutritive value of the finished product when combined with different substances. You will appreciate therefore that each case involving this question has to be considered on its own merits and that a determination can be reached only by a study of the character of the feed itself and the label under which it is sold.

The attorney's conclusion from the Bureau's letter is, briefly, that an "appreciable" amount of an ingredient must be an amount or proportion that has some nutritive value in the finished product and ordinarily should produce some beneficial effect on the animal consuming the feed. If the amount of the ingredient is not sufficient to produce the beneficial effect ordinarily to be expected from the consumption of the ingredient, the Bureau of Chemistry holds that the mere listing of the ingredient in the contents of feed (without stating the percentage) is deceptive and misleading to the purchaser, who buys the feed under the impression that it contains a sufficient amount to have the beneficial effect expected.

A chemist can determine, by an analysis of the feed, the intended beneficial effect upon the quality and nutritive value of the finished product of any of its component elements, and, if the analysis of the feed shows that it does not contain a sufficient amount of a particular ingredient to produce the beneficial effect which the purchaser ordinarily has the right to expect, then the manufacturer is guilty of a violation of the federal food and drug act.

A member writes: I don't know that anyone can determine what the words "Appreciable Amount" would mean if applied to all feeds. For instance, a man may be creating a formula for a dairy feed, egg mash or some other feed that we may deem highly productive, and he would come to a point in his analytical formation where he would still need a certain amount of some certain vitamines, or same may apply to a certain amount of protein, or a certain amount of fat. It may be that 2% of some element not heretofore considered in the formula could be used to a decided advantage, and in this case I would consider that an "Appreciable Amount."

We must always remember that the various states and the Federal Government compel the manufacturer to put an analysis tag on his feed, and for twenty-five years the various state colleges all over the country have been trying to teach the buying public to buy their feeds on an analytical basis, which every good feed manufacturer knows is all wrong for the reason that the basis of analysis has given the manufacturer, who has no technical knowledge of nutritive values, the privilege to use any kind of protein for any kind of feeding purposes. If the amount of protein in the feed complied with the statement on the tag the manufacturer had then lived up to his guaranties regardless of the fact that all the proteins in that sack of feed may have been the wrong kind of proteins to accomplish the purpose for which the consumer purchased the feed.

About the only bad feature I see about this whole proposition is the last article where they state that certain brand names may possibly have to be changed. I think this is all wrong for the reason that the manufacturer may have spent thousands of dollars building up a name that heretofore has been satisfactory. After he has that name and brand established he will then be obliged to annul that brand name thereby losing his entire investment in the value of that name.

Feed Movement in March.

Receipts and shipments of feedingstuffs at the various markets during March, as compared with March, 1926, in tons, were as follows:

	Receipts		Shipments	
	1927	1926	1927	1926
*Baltimore	795	1,743	.....	.....
Chicago	12,710	13,762	58,242	39,735
Cincinnati	210	1,890	.....	.....
††Kansas City.	4,660	2,540	14,220	38,500
Milwaukee	799	2,500	11,993	10,422
New York	140	250	53	.....
San Francisco	219	439	.....	.....

*Millfeed. †Bran. ‡Shorts.

Exports of Feedstuffs.

Exports of feedstuffs during February, compared with February 1926, and for two months ending with February, are reported in short tons by the Bureau of Foreign and Domestic Commerce, as follows:

	February		2 months ending February	
	1926	1927	1926	1927
Hay	1,770	1,266	3,283	2,340
Cottonseed cake	17,644	46,416	71,065	88,939
Linseed cake	30,665	26,407	66,259	55,476
Other oil cake	140	3,214	291	3,387
Cottonseed meal	7,372	15,359	22,889	53,933
Linseed meal	120	753	273	2,236
Other oil meal	4	40	145	85
Bran, etc	168	759	475	1,937
Screenings	28	281	282	780
Other mill feeds	1,196	2,197	2,004	2,882
Prepared feeds	1,285	5,012	3,037	10,013
Total value	2,391	3,332	6,819	7,352

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Sweet Feeds, Mashes, Scratch, Poultry, Horse, Mule, Hog and Stock

Scientifically Prepared from Best Ingredients Obtainable

CRACKED CORN GROUND OATS

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JOHN A. SHIELDS, Gen'l Mgr.

Lawrenceburg, Ind.

RED COMB MASHES

Complex

Mineral Balanced

Mineralized RED COMB CHICK STARTER Buttermilk

Mineralized RED COMB GROWING MASH Buttermilk

Mineralized RED COMB EGG MASH Buttermilk

Write for Our Dealer's Proposition
(Enclose this advertisement)

Hales & Hunter Co.

327 S. La Salle St. Chicago, Ill.

Patents Granted

1,620,490. Copper-Lime Dust. Geo. E. Sanders, Delora, Ont., assignor to Riches, Piver & Co., a corporation of New Jersey. This is a method of producing a fungicide which comprises dehydrating copper salts by adding copper sulphate crystals to slaking lime.

1,622,386. Grain Sorting Device. Lester L. Ladd, Lockport, Ill. The device comprises an imperforate inclined shelf-like member, zig-zag shoulders on the member, facing only toward one side and one end thereof and means for shaking said member with a rotary shaking movement of small radius.

1,620,268. Conveyor. Emery M. McVicker, Milwaukee, Wis. The conveyor is a combination of an endless chain, means for driving the chain, a plurality of material sustaining sections pivotally connected with the chain, and latches carried by the chain for releasably supporting the sections in material sustaining position.

1,621,575. Ear Corn Cleaner. Manton Bakker, Grundy Center, Ia. In the bottom of the delivery spout of the elevator is an opening closed by a screen thru which air is injected by a fan. The open top of the hopper is closed by a hood disposed at an angle opposite the fan inlet, a fabric tube being removably secured on the outer face of the hood.

1,621,824. Dust Arrester. Geo. A. Boesger, Cleveland, assignor to W. W. Sly Mfg. Co., Cleveland, O. A plurality of screen chambers are individually connected to the settling chamber. Exhaust means are connected to the screen chambers. Means are provided for selectively shutting off the dust-laden air supply to the chambers and for rapping the screens to remove the accumulated dust.

1,620,865. Grain Cleaning and Grading Machinery. Perry D. Blackden, Sacramento, assignor of one-half to Ora A. Morse, Sacramento, Cal. The machine consists of a revolving screen and means for rotating the screen consisting of a hollow shaft and universal coupling, the hollow shaft containing a shaft that imparts a jogging motion to the screen, which has an eccentric.

1,623,275. Bean Separating Machine. John H. Ruttle, Carsonville, Mich. A pair of inclined rolls are arranged side by side, tapered towards the lower ends and the axes thereof converged to maintain parallel relation between the meeting faces of the rolls, thereby forming a runway, feeding mechanism at the upper ends of the rolls, and means rotating the rolls outwardly with respect one to the other, whereby beans having rough or adhesive surfaces, are lifted over the rolls.

1,620,920. Reshaping Distorted Elevator Buckets. Chas. Francis Porter, Flat Rock, Ind. Thrust bars are movable approximately in relatively opposite directions. An actuating lever operatively connected with said thrust bars, and a work-engaging element carried by one end of each thrust bar and consisting of a body having a right-angular head adapted to engage either the inner or the outer faces of diagonally opposite corners of an elevator bucket.

1,622,580. Grain Washer, Stoner and Conditioner. David Geddes, Berkeley, Cal. The grain treating machine comprises a main hollow body having a hopper bottom, a grain receiving hopper mounted within the upper region of main body and having an apron over which the grain may flow, means by which a treating fluid may be caused to transverse the apron and to contact the grain stream thereon, a conical valve arranged within and to cooperate with the hopper bottom, and a closure for hopper bottom arranged to support the valve.

1,621,307. Grain Mixer. Emile L. Benzel, Sherman, Tex. Combined in the mixing apparatus are a bin having a plurality of compartments having open bottoms, and composite means for closing the bottoms, the composite means comprising a shaft, and a plurality of duplicate interchangeable cylindrical elements aligned on the shaft, the elements being held in proper relation to each other and to their respective compartments by end engagement with each other, and each element being provided with a pocket extending from its outer peripheral face and adapted to receive material thru the open bottom of its respective compartment.

1,623,317. Scarifier. Robt. G. Le Tourneau, Stockton, Cal. In this scarifier is a horizontal beam having a vertical opening therethrough smaller at the top thereof than at the bottom, a tooth having a shank insertible through the opening from the bottom thereof, the shank snugly fitting the opening at the bottom, but being narrower at its upper end than the adjacent end of the opening, an overhanging head on the shank disposed to overhang the beam at one end of the relatively wider portion of the opening, whereby when the shank is tilted in the opening the head may pass therethrough, and means between the shank and opening for normally preventing such tilting movement.

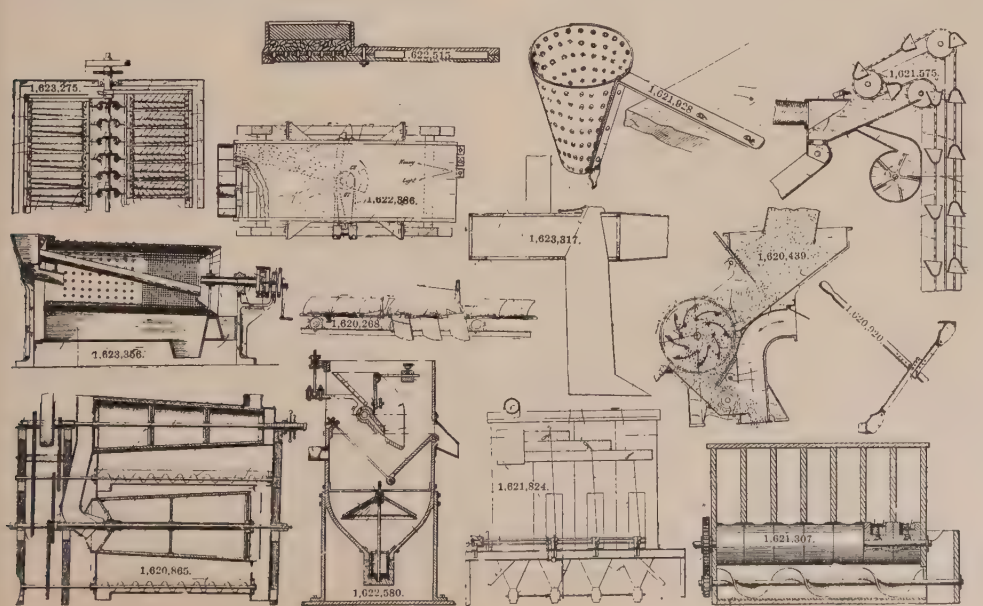
1,622,515. Grain Tester. Mark Isaacs, Minneapolis, Minn. The sample to be tested is received in a cup having a perforated bottom and provided with an extending handle, a holder normally located beneath the cup and having pockets therein opposing the perforations, the holder being provided with an extending handle, a cutting knife interposed between the cup and the holder, the cutting knife being provided with an extending handle, a pin pivotally connecting the handles together, a weighted disc loosely inserted within the cup and a retaining finger carried by the cup at the side remote from the pin and receiving the adjacent edge of the closed holder.

1,620,439. Scalper. Clarence W. Carter, Minneapolis, assignor to Carter-Mayhew Mfg. Co., Minneapolis, Minn. The machine comprises an endless traveling screen, means for delivering commingled stock against the screen, flow-restraining baffle plates located within the screen and spaced in the direction of the travel thereof, the baffle plates being obliquely set in respect to the direction of travel, and means for imparting traveling movement to the screen, whereby the baffle plates will retard the flow of the stock delivered against the screen and the screen will tail over large and long foreign substances while the main stock will pass through the screen and between the baffle plates.

1,621,928. Corn Nubbiner. Ellis W. Hopkins, Oberlin, Kan. The device comprises a hollow shell having internal operating teeth adapted to remove kernels from an ear of corn inserted into the shell, the shell consisting of a strip of material coiled to form the shell and having its end portions overlapped, a mounting bracket adapted to be secured to a support and including an arm extending longitudinally upon the overlapped portions of the shell forming strip, and fasteners passed through the arm and overlapped portions of the strip to retain the strip in shell forming position and the shell in engagement with the bracket arm.

1,623,356. Grain Sifter. Andrew Mironuck, Max, N. D. This invention covers the mechanism giving a reciprocating motion for the rotary drum of a grain sifter. It comprises a bearing, a sleeve passing thru the bearing, a disk fixed to the forward end of the sleeve, rollers mounted on the front face of the disk, a standard offshot from the bearing, a disk fixed to the standard, a pair of cam arms extending towards one another from their hinged ends, the free ends of the cam arms overlapping, and curved inwards, tension springs passing thru apertures in the latter disk, and having one end fixed to the disk, and the other to said cam arms to press the cam arms against the said adjusting screws, a shaft passing thru the sleeve, and feathered thereto, and a coiled expansion spring surrounding said sleeve, and acting between the bearing and the first mentioned disk fixed to the forward end of the sleeve, the coiled expansion spring urging the sleeve and attached disk in one direction.

Polish government has decided to levy an export duty of $1.65 for 3.94 bushels on rye, as a result of the poor crops in 1926 and the high prices which have prevailed during the last few months.



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We would be pleased to correspond with you.

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Supreme Court Decisions

Hedging Transactions Lawful.—Finding that co-operative corporation's dealing in futures was not gambling, *held* not error, hedging transactions not being illegal.—*Makeever v. Barker. Appellate Court of Indiana.* 154 *N. E.* 692.

Measure of Damages for Carrier's Delay.—Ordinarily measure of damages for carrier's unjustified delay is difference between market price when goods should have been delivered and market price when they were in fact delivered.—*Pennsylvania R. Co. v. Wm. H. Muller & Co. U. S. Circuit Court of Appeals.* 15 *Fed.* (2d) 535.

Claim for Drafts Sent for Collection.—Shipper's claim against bank in receivership for amount of unpaid cashier's checks for proceeds of drafts sent it for collection only, *held* not entitled to preference over general creditors.—*North Carolina Corporation Commission v. Bank of Hamlet. Supreme Court of North Carolina.* 135 *S. E.* 342.

Cotton Seed Exempt from Taxation.—Under Laws 1918, c. 183, § 1, subd. (i), cottonseed grown within state and owned by oil mill for purpose of being manufactured into oils and hulls is exempt from taxation for two years after being harvested, in view of legislative history exempting farm products from taxation (Laws 1916, c. 100).—*Clay County v. Hogan. Supreme Court of Mississippi.* 111 *South.* 373.

Waiver of Landlord's Lien.—Bank having taken assignment of rent notes, *held* by virtue of its course of dealing with its customers on whose crops it held liens, to have waived its landlord's lien on crop in favor of bona fide purchaser for value without notice of lien, because of custom of permitting customers on whose crops it held liens to sell crops as harvested and apply proceeds on indebtedness.—*Crutcher v. Commercial Bank. Supreme Court of Mississippi.* 111 *South.* 569.

Crop Mortgage.—Mortgagee, taking chattel mortgage from cropper covering crops to be raised during succeeding year, had no interest in crop where mortgagor abandoned land and lost interest therein prior to sowing crop, as lien of crop mortgage attaches only to interest which mortgagor may have in crops after they have come into being by planting of seed from which they are grown.—*First Nat. Bank of Oakdale v. Brashear. Supreme Court of California.* 253 *Pac.* 143.

Bank's Guaranty of Genuineness of Indorsements on B/L.—Where bank, by indorsement on bills of lading guaranteed genuineness of prior indorsements, below which it stamped notice that it did not guarantee genuineness of bills of lading, and that it was not responsible for quantity, quality, condition, or delivery of goods described therein, *held* at most to make it liable only for genuineness of prior indorsements, and not for genuineness of bills of lading.—*American State Bank of Omaha v. Mueller Grain Co. U. S. Circuit Court of Appeals.* 15 *Fed.* (2d) 899.

Grain Claims Bureau, Inc.
19 So. La Salle St. Chicago, Ill.
Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33⅓% of amount recovered; frequently less. We would like to serve YOU.
W. S. BRAUDT, Pres. and Treas. **HARRY J. BERMAN, General Counsel**

Claim Good Tho Filed After Six Months.—In Shipper's suit against carrier for loss of shipment, defended on ground that claim was barred for failure to present it within six months after reasonable time for delivery of property had elapsed, evidence showing that delay in presenting claim was caused by carrier *held* to entitle shipper to recover, in view of U. S. Comp. St. § 8604a, relieving shipper from necessity for filing claim when loss was due to delay or damage while loading or damage in transit by negligence.—*B. & O. R. Co. v. Fish & Lybarger Co. Court of Appeals of Ohio.* 155 *N. E.* 508.

Price Fixing in Restraint of Trade.—Under indictment for violation of the Sherman Anti-Trust Law (Comp. St. § 8820 et seq.), charging combination to fix and maintain uniform prices in restraint of interstate commerce, and combination to restrain interstate commerce by limiting sales, question of whether prices actually agreed on were reasonable or unreasonable was immaterial. Agreement or conspiracy in restraint of interstate commerce, whether followed by efforts to carry it into effect or not, constitutes a violation of Sherman Anti-Trust Law (Comp. St. § 8820 et seq.). Uniform price fixing by those controlling in any substantial manner a trade or business in interstate commerce is prohibited by the Sherman Anti-Trust Law (Comp. St. § 8820 et seq.), despite reasonableness of particular prices agreed on.—*United States v. Trenton Potteries Co. Supreme Court of the United States.* 47 *Sup. Ct. Rep.* 377.

Show the Hour On Your Bills Lading.

By Bill Braudt.

When a shipper tenders the station agent a B/L to cover movement of a carload of bulk grain to the terminal market, IF you will put into effect the habit of getting the HOUR as well as the date on your B/L *at the time the station agent signs it,* you will protect your own interests properly when you have a legitimate claim for loss due to a decline in market value or a deterioration in grade, chargeable to delay in transit.

We usually make a tender of our B/L to the station agent in time to get our car moved in the regular daily or tri-weekly service, either by the local freight or the switch local, whichever is assigned to do the work. If that train through oversight or some other negligent cause, fails to pick up your car you will probably be twenty hours late in getting your grain to the terminal market inspection track, for the car will probably lay over until the following day's local service, it being an expensive process to stop extra freight trains to pick up a dead (?) load of grain, neglected, or for some other reason "run" by the regular train assigned to move it.

Sometimes one oversight or failure brings on others and you are delayed worse than twenty-four hours in getting an inspection. *And this is through no fault of yours.*

Of course, you may be late in making the tender of your B/L to the station agent for signature due to not having enough grain in the elevator to fill the car, or not enough of the right grade, up to the time the regular run clears the station. In such a case out of regard for possibility of filing a claim against the railroad for delay, through mistaken idea that they delayed the car, you ought to have the HOUR shown by the station agent at time he signs for the car. It is a valuable habit to get and keep. It does not cost you or anyone else anything to get this valuable data on your B/L and it will be the means of protecting your interests properly when you have a delay claim filed and your records do not agree with the railroad records on date car was accepted for movement.

Portugal.—Importation of foreign corn into this country is permitted by a decree-law (No. 12802) of Dec. 10, 1926, effective immediately. It had been restricted for some time.

Grain Carriers

Canadian freight trains showed heavier loading by 27.2 gross tons, last year.

Class 1 railroads had 257,186 surplus freight cars in good repair and immediately available for service on Mar. 15.

Vicksburg, Miss.—Disability of the local terminal of the Mississippi-Warrior service line recently resulted in an embargo.

The Quanah, Acme & Pacific took bids Apr. 7 for construction of 27 miles of road between McBain and Floydada, Tex.

Toluca, Ill.—The Toluca, Marquette & Northern R. R. has been abandoned. This grain carrier operated 27 miles of road.

St. Louis, Mo.—A hearing was held here Apr. 1 on I. & S. 2877, grain and grain products rates from Illinois and Indiana to Arkansas.

The average daily movement of freight cars in January was 28.5 miles, the highest January average attained within the past ten years.

Canadian loadings of grain and grain products for the week ending Mar. 12 were 9,229, compared with 8,114 the previous week and 6,268 the previous year.

Mackinac City, Mich.—The first boat of the season thru the Mackinac straits went up early on the morning of the 4th. Two others passed the straits on their way down.

Cars numbering 38,384 were loaded with grain and grain products during the week ending Mar. 19, a decrease of 2,098 cars below the corresponding week of 1926. Compared with the same week of 1925, it was an increase of 4,102 cars.

Eureka, S. D.—A million dollar 50-mile railroad project thru Campbell and McPherson counties, two of the wealthiest agricultural districts of South Dakota, will be undertaken in the spring if the application for permit of construction is favorably acted upon by the I. C. C. Farmers along the right of way have already subscribed $150,000.

A hearing was held during the week commencing Apr. 4 by the Southern Freight Ass'n on 32,771 Docket 359, a proposal to establish commodity rates on mustard seed from eastern cities to Atlanta, Ga., and group, where class rates now apply.

Sault Ste. Marie, Mich.—Two steamers that were here all winter loaded with grain attempted to move out Apr. 4 but were stuck. Other bottoms caught here in the ice jam last December did not attempt to follow. This attempted movement is unusually early.

To place grain shippers located on Western Maryland Ry. tracks on a competitive basis with shippers located on the Pennsylvania at Littlestown, Hanover, Pa., and Frederick, Md., the Trunk Line Ass'n held a recent hearing on grain rates from Gettysburg, Pa., to Richmond, Va., etc.

Hearing was held Mar. 26 by the Southwestern Freight Buro on 11623 Bulletin 398, a proposal for reduced rates on garden seed from Minneapolis to Little Rock and Ft. Smith, Ark.; Oklahoma City, Okla.; Ft. Worth, Dallas, Austin, San Antonio, Houston and Galveston, Tex., the present rates being held prohibitive.

The Trunk Line Ass'n held a recent hearing to re-adjust grain and grain products rates, as listed in B. & O. tariff I. C. C No. 20570, from stations on the B. & O. to points on the R., F. & P., as published in B. & O. tariff I. C. C. No. 19695, rates ranging from 9c to 22c cwt. on grain, and rates ranging from 9½c to 22½c cwt. on grain products.

Canadian freight traffic increased by over 2,000,000,000 revenue ton miles last year, or 6.8 per cent. Wheat tonnage increased by 432,429 tons, but oats declined by 328,309 tons.

A hearing will be held Apr. 12 by the Western Trunk Line on 3528-A Bulletin 461, covering rates on grain and grain products from St. Paul, Minneapolis and Minnesota Transfer, when originating from beyond or when accorded transit at these points (subject to Cir. 19) to Kansas City, Mo., and other lower Missouri river crossings generally grouped therewith.

The first million-car week this year was reported for the week ending Mar. 12, when loading of revenue freight amounted to 1,005,715 cars. This is the first time in the history of the carriers that freight loadings for any one week have been in excess of 1,000,000 cars at this season of the year. In 1926, the first 1,000,000-car week was reached in May, while in 1925 it was not until July.

The Dominion Board of Railway Commissioners, which has been taking evidence for months from various places from the Atlantic to the Pacific, is now taking up the matter of providing a steady movement of grain from the prairie provinces thru to the seaboard during the winter. The evidence in the general freight rate investigation has all been taken and on Mar. 29 the counsel began the presentation of arguments, which will take several weeks.

Kansas City, Mo.—State commissioners in the territory west of the Mississippi river (Illinois included) were initially organized at a meeting here Apr. 7, preparatory for the hearing on May 9 to be held at Dallas, Tex., for review and readjustment of grain and grain products rates for this southwestern section. The long-established ratio between wheat, corn, etc., will also be scrutinized with a view to changing these relationships. Milling-in-transit privileges will also be delved into.

Ottawa, Ont.—The Georgian bay canal charter renewal bill was killed by the railway com'ite of the House of Commons on Apr. 7. Testimony from departmental engineers regarding the difficulties and probable impossibilities of navigating the French river at the Georgian Bay end sounded the death knell for this pretentious seaway proposal. The navigation period on a Georgian Bay canal would be one month shorter in a year's time than on the huge St. Lawrence seaway project which Canada and the United States are jointly contemplating.

Deduction Account Natural Shrinkage in Settlement of Claims for Loss of Grain.

J. S. Brown, manager of the Chicago Board of Trade Transportation Dept., advises that effective May 1, 1927, both the western and eastern railroads have published the following rule covering deduction for so-called natural shrinkage in the adjustment of claims for loss of grain:

(a) Carriers will not be responsible for loss due to natural shrinkage.

(b) When liability is established, there shall be deducted from the loss in weight on all grain one-eighth of one per cent of total weight of contents of the car.

(c) This deduction represents reasonable shrinkage due to evaporation or other natural causes and is to be made from shipping weights.

(d) Claims will be adjusted by carriers in accordance with the law that governs.

(e) In case of a disputed claim, the records of both the claimant and the carrier shall be available to both parties.

This rule has not heretofore been published by the eastern railroads and it will be applicable in the east generally except in connection with ex-lake rates.

At points west of Chicago the present rule provides deduction of ¼ of one per cent on corn and ⅛ of one per cent on other grains, but effective May 1, 1927, the deduction will be ⅛ of one per cent on all grains.

I. C. C. Activities.

I. & S. 2877 suspends from Mar. 22 to Oct. 22 rates on grain and grain products from Ill. and Ind. to Ark.—(C. & E. I. supplement 5 to 620, etc.)

I. & S. 2825 suspension order, dealing with grain and grain products rates from Ohio and Mississippi river crossings and related points to points on the Alabama, Tennessee & Northern, was vacated, and new supplements issued.

In I. & S. 2813, Examiner Thurston recommended the condemnation of the proposed proportional rates on grain from Colo., Kan. and Neb. to Kansas City. The proportionals were higher than the local rates to Kansas City and Wichita.

I. & S. 2799 suspends grain and grain products rates from Birmingham, Ala., Chattanooga and Knoxville, Tenn., to Southern points from Mar. 25 to Apr. 24.—(Glenn's supplement 28 to I. C. C. A-501, sup. 10 to I. C. C. A-535 and sup. 3 to I. C. C. A-573.)

In 19318, Jonesville (Mich.) Mlg. Co. vs. New York Central, et al., alleges unreasonable charges on bulk wheat from Potterville, Mich., to Jonesville, there milled and products reforwarded to Kenton, Ohio. Asks rate for the future and reparation.

Proposed increased rates on grain and grain products by the Rock Island, Santa Fe and Missouri Pacific railroads from Colo., Kan. and Neb. to Kansas City and Wichita, when destined for gulf ports, were held unjustified Mar. 29 by the examiner holding the hearing.

In 19353, Southwestern Mlg. Co., Inc., Kansas City, Kan., vs. Rock Island, et al., alleges rates and charges in violation with sections 1, 2, 3, 4, and 6 of the act, on flour and other wheat products, milled at Kansas City, Kan. Asks relief for future and reparation.

In 16112 the Commission found rates unreasonable on grain from Colorado common (Utah-Idaho) points to Texas, Okla., Ark., La. and Miss. New and reasonable rates were indicated, to be established before Aug. 11. The Ogden Grain Exchange had complained of the rates from Utah, but 4 state commissions intervened as well as numerous other interests from Kansas City to Seattle, Wash.

In 18539, Fowler Commission Co. vs. the Burlington, et al., the report of Examiner Dillon recommends the Commission should find inapplicable and/or unreasonable rates charged on many carloads of corn chop milled, in transit, at Kansas City, and/or St. Joseph, from corn originating at various points in Kansas, Nebraska and/or Iowa and forwarded to Shreveport, La., and award reparation, and further, that it should find the thru-rate via Omaha was applicable to certain shipments originating at stations on the Burlington in Nebraska. This situation arose out of an order from the Director-General, who, in 1918, ordered all grain rates put on the wheat-rate basis.

In 19330, the Indianapolis Board of Trade vs. A. C. & Y., et al., alleges rates in violation of sections 1, 2 and 3 of the act, on grain and grain products; also alleges defendants originate and transport from origin points in Ohio, Ill. and western half of Indiana grain and grain products which move to consumers in C. F. A. territory and to destinations on C. & O. between Cincinnati and Huntington, W. Va., inclusive, and that defendants maintain to C. & O. destinations relatively higher rates from origins in Illinois and western half of Indiana than are maintained from origins in eastern half of Indiana and Ohio; that such rates open to Indianapolis from western half of Indiana and Ill., compared with those from Ohio and eastern Indiana are unreasonable, and that defendants violate sections 2 and 3 of the act. Asks cease and desist order and rates for the future.

Australia has 30,000,000 bus. of wheat from the 1926-27 crop of New South Wales available for export. This amount is double the surplus which was available for exportation from the 1925-26 harvest. The official estimate of the surplus that can be exported is 34,000,000 bus., but this quantity apparently includes the amount which will be shipped to other states of Australia. The interstate trade in wheat and flour is comparatively smaller. The interstate shipments out of New South Wales, less the small amount brought in from these states, average 4,000,000 bus. yearly.

Railroads Not Opposing Lakes to Tidewater Project.

"There is no comparison between the cost of moving tonnage on the Great Lakes and on any other known waterway.

"Competition with other nations in world trade is going to make it necessary for the people of this nation to take advantage of every opportunity to increase efficiency in all things affecting producing and manufacturing costs. Since transportation lies at the very foundation of commerce, what we ought to do is to make use of whatever instrumentalities of transportation are the most efficient and economical.

"If we have an interior waterway on which tonnage can be handled more cheaply than by rail the two forms of transportation should be so correlated as to permit tonnage moving by the route which can handle it the most efficiently and economically."—C. H. Markham, chairman board of directors, Illinois Central Railroad.

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Hot Bearing Fires in Grain Elevators and Mills.

[From an Address by C. M. Park of the Mutual Fire Prevention Buro Before the Mill and Elevator Fieldmen's Ass'n.]

Hot bearings were recognized by our companies as a serious fire hazard as early as 1910, when an intensive campaign was launched against this particular source of loss. This campaign was pushed vigorously until 1919, and since that time, although other important hazards have received concentrated attention from time to time, hot bearings have never been far in the background.

This campaign was evidently successful, judging from the curve on page 260 of the Field Men's Manual. This curve shows that the number of hot bearing fires was reduced from 25 in 1910 to 3 in 1919, and that the losses from this cause reached the low point of less than $1000 in 1917.

In studying a hazard of this kind, the number of fires is a much safer guide to follow than the amount of loss. A hazard that starts a fire is just as serious if the loss is only ten dollars as it is if the loss is half a million. The amount of loss after the fire starts depends entirely on the cool-headedness of the one who first discovers it and on the efficiency of the men and apparatus available to fight it. This is strikingly illustrated by the fact that of all the hot bearing fires since 1922, 80% of those that were discovered after the plant was closed down were total, while of the fires discovered while the plant was in operation only 30% were total losses.

Losses from 1910 to 1925: From 1910 to 1925 our records show that the mutual companies comprising the Buro have been interested in 4440 fires on which we paid almost $30,000,000 in losses. Hot bearings started 3.52% of all the fires, and of those fires whose cause was *known*, hot bearings were responsible for 5%. Assuming that hot bearings were responsible for at least as large a percentage of the *unknown* causes, it is safe to say that at least 220 fires can be charged to bearings.

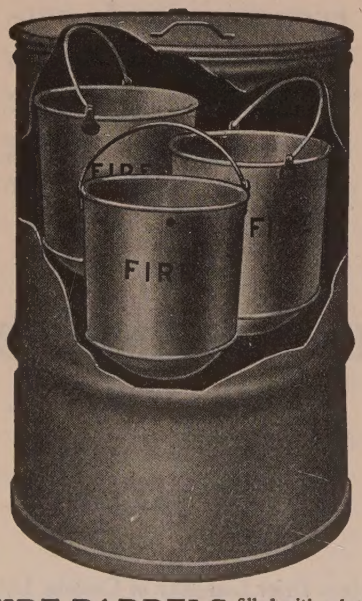
Losses Since 1922: Since 1922 there have been 57 fires from this cause and 28 of these were total losses. Since 1922 our companies have paid almost half a million dollars for losses known to have been caused by hot bearings.

Of the fires that have occurred since 1922, 34 have been discovered while the plant was in operation and 23 were discovered after the plant was shut down. Twenty-four of those discovered during the operation of the plant were very slight damage losses, while 18 of those discovered after the plant was closed were total losses. It is interesting to note that in almost every case, the loss was either very slight or else it was practically total.

The bearings which seem to be giving the most trouble are line shaft bearings with 17 losses charged against them. Elevator head shafts are a close second with 16 losses. Cleaners were responsible for 7 fires, and elevator boots, conveyors, exhaust fans, and rolls were responsible for 2 each.

Summing up the evidence in the case against hot bearings, we find that:

1. They have caused at least 220 fires.
2. They have cost our Companies close to a million dollars in losses.
3. An intensive campaign by the field men is an effective means of cutting down losses from this cause.
4. A sure method of cutting down the amount of losses from this cause is a complete and thorough inspection of the plant after closing down. The weakness of this method is the difficulty of convincing the man in charge of the plant that such an inspection is absolutely necessary every time the plant is closed down.
5. The only practical method is to eliminate the source of fire through the use of some form of anti-friction bearings.
6. Line shaft bearings, elevator head shaft bearings, and cleaner bearings are the ones that are responsible for the largest number of fires and which should receive the most attention.



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Grain Dust Explosions and Fire Prevention.

Some recent developments in the study of dust explosions and fire prevention was outlined by David J. Price, engineer in charge of development work, Bureau of Chemistry, United States Department of Agriculture, in an address before a convention of the Mill and Elevator Fieldmen's Ass'n in Chicago, March 30.

Continued investigation and study of explosion hazards brings to light an increasing number of possible ways of "creating a dust cloud and igniting it." Only by foresight and elimination of such possibilities—removing all dust and preventing sparks—can the grain industry be assured safety from loss of life and destruction of property.

Annual Safety Congress.

When the First Annual Central States Safety Congress convenes at Kansas City, April 13, industrialists from fifteen commonwealths between the Rockies and the Mississippi will have their first chance to get together to discuss common problems. This giant meeting is sponsored by the National and Kansas City Safety Councils and by regional bodies and also includes public, home and school safety sessions. The general session April 13 is followed by an industrial general session where these subjects will be presented: "Organizing the Plant for Safety," "Every Foreman a Safety Director" and "Keeping the Safety Committee Alive."

The Milling and Elevator Section will be represented by a large delegation, and a special session for this group has been arranged April 14. Thad. L. Hoffmann, Kansas City, Mo., will preside. C. J. Alger, Chicago, and member N. F. P. A. Committee on Dust Explosions, will speak on "Dust Hazards," while "Fire Prevention in Flour Mills" will be the subject of a talk by Eugene Arms, manager Mutual Fire Prevention Bureau, Chicago. "Safeguards in Flour Mills" is the topic chosen for a third speech.

All sessions affecting the Milling and Elevator Section will be held at the Muehlebach Hotel. A special rate of one and one-half fares for the round trip on the "certificate plan" will apply to delegates attending the Congress.

Denver, Colo.—A bill making it a penitentiary offense for a tenant farmer to fail to give his landlord a share of crops raised on rented ground was defeated Mar. 15.

Insurance Notes.

A clean elevator never explodes.

Every man his own electrician produces an unnecessary fire hazard and ultimately necessitates increased insurance costs.

A cob-burner-chute shut-off protects properties in that fire from the burner can not travel back up the chute into the cupola.

Failure to look over your properties before closing and leaving for the night isn't going to help detect a hot box and avoid a possible fire loss.

In fighting an electrical fire what do you use? Water thrown on such a fire will carry current back to the bucket you are holding! What do you use?

Lack of proper attention to machinery is wholly responsible for "friction" fire losses. The neglectful operators ultimately pay the toll in higher costs for fire insurance.

Windows that automatically open when the pressure in the cupola exceeds a certain stress costs mighty little considering the dust explosion hazard that might otherwise wreck the entire plant.

Keeping several pails of gasoline around the office for smokers to discard cigarette stubs and cigar butts into provides a most entertaining pastime—if there are plenty of fire extinguishers around.

That unguarded bulb hanging from that drop cord in the cupola would send the grain man sailing to balmy heights if the bulb were to become smashed when he was in the cupola cleaning up the dust.

Lightning rods are actually a paying investment on which the dividends far exceed the principal and the interest combined before the termination of the third year in savings on insurance costs alone.

Failure to install power units in an accepted and standard manner is costing fire insurance policyholders good hard-earned cash every day. Tho a possible ten per cent might be saved in a cut-price installation, that 10 per cent chunk will seep away in dribbles many times over. Why pay for the privilege of a cut price installation?

Bad bearings have cost mutual policyholders $8,000,000 in hard cash in fifteen years, but a few still have bad bearings. Approved, efficient, self-aligning, anti-friction bearings save time, power, attention, worry, and a dozen or more insurmountable factors all contributing to a fatter purse. Why permit overhead on bad bearings to swell the insurance cost?

The McNary-Haugen measure discriminates definitely against products which make up what has been universally considered a program of safe farming. The bill upholds as ideals of American farming the men who grow cotton, corn, rice, swine, tobacco, or wheat, and nothing else.—President Coolidge.

It is a rather noteworthy fact that practically no demands for hearings on the part of proponents of farm relief measures have been made, and the Congressmen are generally expressing surprise at the lack of demand from their constituents for farm relief legislation.—Sydney Anderson, pres. Millers' National Federation.

Imports of wheat into bonded mills for grinding into flour for export amounted to 23,000 bus. for the week ended Mar. 12. For the period from July 1, 1926, to Mar. 12, 1927, such imports have amounted to 12,116,000 bus., compared with 11,977,000 bus. for a corresponding period last year. No wheat was imported for consumption for the week ending Mar. 12. For the period from July 1 to Mar. 12, such imports upon which duty is paid have amounted to only 4,000 bus. against 1,464,000 bus. for the same period a year ago.

Duplicating Wagon Load Receiving Book

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

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